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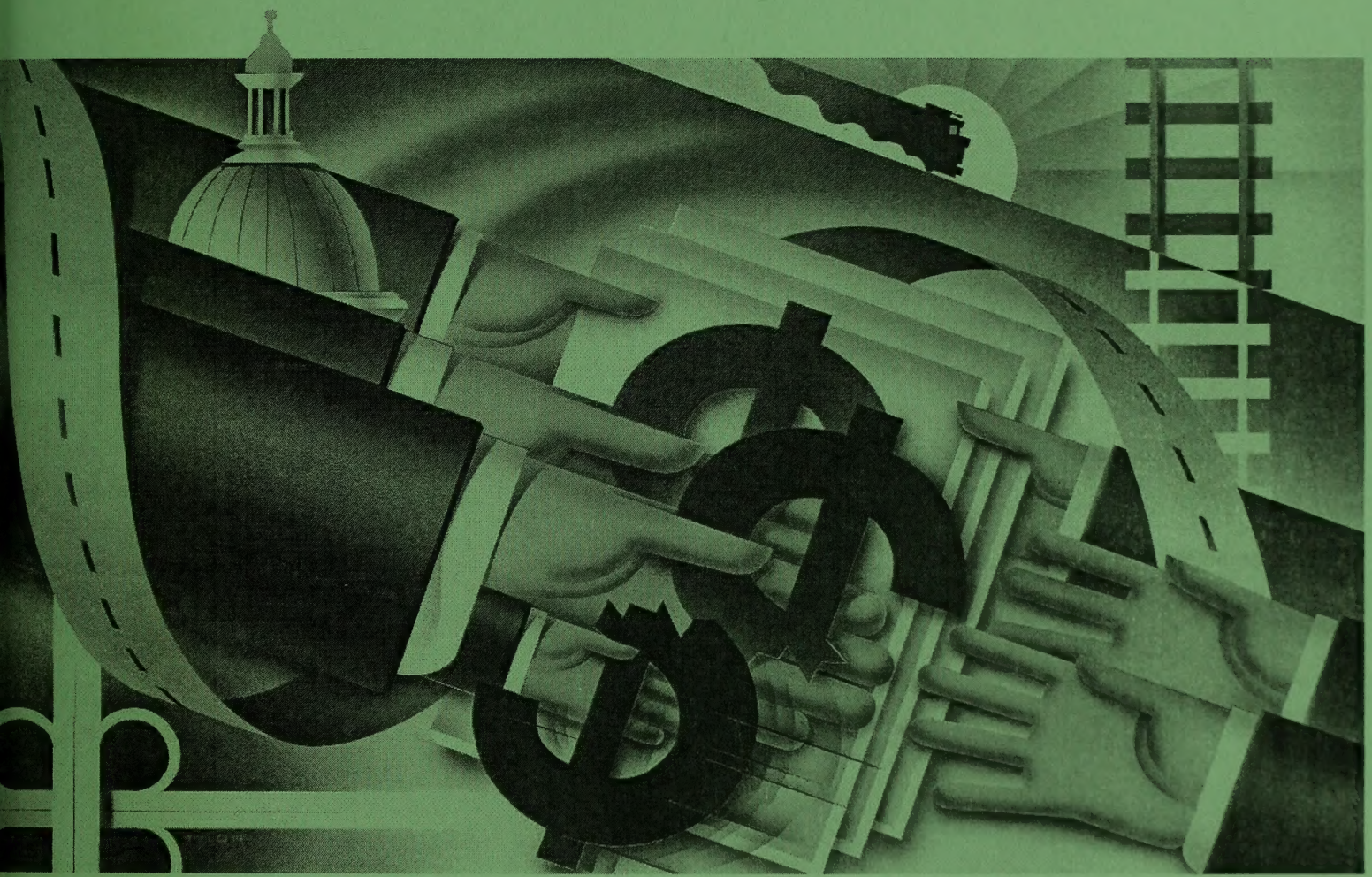
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2013 Transportation Improvement Program

For the Nine-County San Francisco Bay Area

March 29, 2013 **MTC Resolution No. 4075**



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Draft 2013 Transportation Improvement Program (TIP)

For the Nine-County San Francisco Bay Area

March 29, 2013 MTC Resolution No. 4075

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APPENDIX A – 1

Adoption of the 2013 TIP
MTC Resolution No. 4075

Date: June 26, 2013
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 4075

This resolution adopts the 2013 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussions of the programming and subsequent revisions are contained in the Programming and Allocations Committee summary sheet dated June 12, 2013.

Date: June 26, 2013
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2013 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4075

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.216(m)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develops and uses a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented Expedited Project Selection Procedures (EPSP) for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4075, and MTC Resolution 3606 Revised; and

WHEREAS, MTC has found that the 2013 TIP, as set forth in this resolution, conforms to the applicable provisions of the State Implementation Plan for the San Francisco Bay Area, including the motor vehicle emissions budget contained in the 2001 Ozone Attainment Plan (MTC Resolution No. 3629); and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM2.5) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM2.5 SIP is approved by U.S. EPA; now, therefore be it

RESOLVED, that MTC adopts the 2013 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2013 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District, , the California Department of Transportation (Caltrans), and other partner agencies, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and federal Environmental Protection Agency (EPA); and, be it further

RESOLVED, that the 2013 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 3821) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2013 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2013 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the Expedited Project Selection Procedures (EPSP) developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4075, and MTC Resolution 3606 Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public hearing and public participation process conducted for the 2013 TIP satisfies the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects; and, be it further

RESOLVED, that except as to those projects that are identified as administratively approved in Attachment A, the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or to federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP were accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) ; and, be it further

RESOLVED, that the projects and programs included in the 2013 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds that the 2013 TIP conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the interim emissions test for the national fine particulate matter standard (MTC Resolution 3976); and, be it further

RESOLVED, that revisions to the 2013 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4075, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and/or Deputy Director has signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by the California Department of Transportation (Caltrans) and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the federal Environmental Protection Agency (EPA), the California Department of Transportation (Caltrans), the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Scott Haggerty, Chair

This resolution was entered into by the
Metropolitan Transportation Commission at a
regular meeting of the Commission held in
Oakland, California on June 26, 2013.

Date: June 26, 2013
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4075
Page 1 of 1

2013 Transportation Improvement Program

The 2013 Transportation Improvement Program for the San Francisco Bay Area, adopted June 26, 2013, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2013 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2013 TIP Investment Analysis: Focus on Low-Income and Minority Communities

Date: June 26, 2013
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4075
Page 1 of 1

Revisions to the 2013 TIP

Revisions to the 2013 Transportation Improvement Program (TIP) will be included as they are approved.

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APPENDIX A – 2

2013 TIP Investment Analysis

Draft 2013 TIP Investment Analysis: Focus on Low-Income and Minority Communities

The federally required Transportation Improvement Program, or TIP, is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. The 2011 TIP was adopted by the Commission on October 27, 2010 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on December 14, 2010. It is valid through December 13, 2014. MTC is currently developing the 2013 TIP, which will cover the six-year period of FY 2012-13 through FY 2017-18.

As part of the 2011 TIP development, MTC had conducted an investment analysis with a focus on minority and low-income residents to assist in the public assessment of the TIP, and specifically to address the equity implications of the proposed TIP investments. An update to this analysis for the 2013 TIP is discussed here. The purpose of the analysis is to understand if low-income and minority populations are sharing equitably in the TIP's financial investments. The analysis calculates the shares of 2013 TIP investments flowing to the identified communities, and compares those shares with the proportional size of this group's population and trip-making, relative to that of the general population. This report presents the results of this analysis. For reference, the 2011 TIP investment analysis is available at http://www.mtc.ca.gov/funding/tip/2011/TIP_Investment_Analysis_Report_September_16.pdf.

While this investment analysis is a companion to the 2013 TIP, it is also a follow-up to several related MTC efforts, including the Plan Bay Area Equity Analysis, Transportation 2035 Equity Analysis (February 2009), the Snapshot Analysis for MTC Communities of Concern (June 2010) and the 2011 TIP Investment Analysis (September 2010). Together, these efforts are meant to provide accurate and current data to help inform decision-makers and the public, and to inform and encourage engagement in the public participation process.

MTC strives to employ best practices in metropolitan planning, and we constantly seek to refine and improve the analytical work that undergirds our planning processes. In keeping with these efforts MTC staff actively seeks feedback on this analysis. This document is available online at www.mtc.ca.gov/funding/tip/2013/tip_investment_analysis_report.pdf

About the 2013 TIP

The Bay Area's 2013 TIP includes roughly 900 transportation projects, and a total of approximately $16.9 billion in committed federal, state and local funding over the six-year TIP period through fiscal year 2018. Figure 1 on the next page illustrates the relative share of the 2013 TIP fund sources, with local sources comprising the largest share at nearly one-half of total funding. Roughly 40 projects account for $11 billion or 64 percent of the total funding in the TIP 6-year period. See Attachment A for a map of projects with costs greater than $200 million.

Figure 1

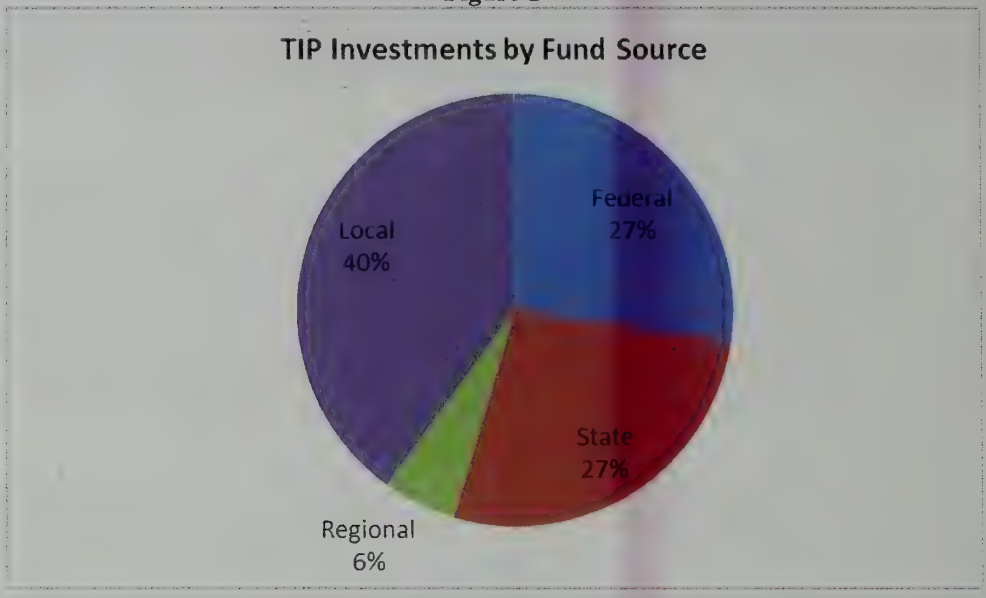
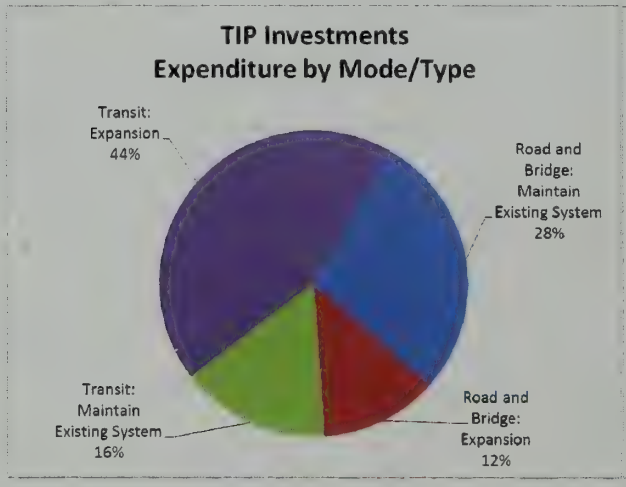
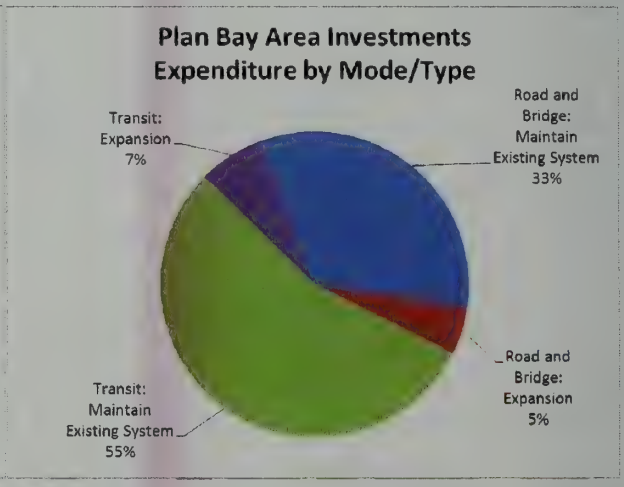


Figure 2 below at left shows the planned investments in the 2013 TIP by transportation mode (complete streets/highway or transit) and type of expenditure (maintenance/management or capital expansion). It must be noted that the TIP investments for bicycle and pedestrian improvements are included under complete streets / highway category. As a frame of reference, the Plan Bay Area expenditures by mode and function are shown as well on the right.





The most striking difference is that the share of capital expansion for both transit and complete streets/highways is much greater in the 2013 TIP than is the case for Plan Bay Area.

The main reason for this difference is that the TIP represents only a fraction of Bay Area transportation investments and is only a six-year snapshot. Because the TIP is focused on projects that have federal funds, will require a federal action, or are regionally significant, it tends by its nature to be more heavily weighted toward capital projects – such as roads, transit extensions and replacement of transit vehicles. The majority of funds that go to operate, maintain, and manage the region's transportation system – both for transit and streets and roads – are not a part of the TIP though are a significant part of Plan Bay Area. For this reason, the TIP investments are not representative of the broader funding picture in Plan Bay Area, the region's long-range plan.

Another feature of the TIP that distinguishes it from the region's long-range plan is that it tends to be a more dynamic document – meaning that it is revised frequently to reflect changing fund sources and project changes, and on-going programming efforts. For example, the current 2013 TIP does not yet reflect over $1.5 billion in Federal Transit Administration (FTA) formula funds because the Commission has not yet adopted a final program for the last four years of the TIP. These funds have historically been directed to transit rehabilitation. Once the action occurs, the 2013 TIP will be amended to include the projects and funding. As context, the 2011 TIP has been revised over 30 times since its adoption two years ago.

Equity and Environmental Justice Considerations

As the federally designated MPO, MTC is responsible for developing a long-range regional transportation plan and the TIP. The legal, regulatory, and policy framework for addressing equity and environmental justice as it relates to the long-range transportation planning process is included in Appendix A and includes: 1) Title VI of the Civil Rights Act; 2) Federal Guidance on Environmental Justice; and 3) MTC's Environmental Justice Principles.

These laws, regulations, and policies form the basis of analyzing MTC's Plan Bay Area for equity and inform the 2013 TIP Investment Analysis. MTC is building on the work undertaken in the 2011 TIP Investment Analysis, and the Transportation 2035 analysis, the Draft Equity Analysis being circulated for Plan Bay Area including some enhancements based on feedback from stakeholders on the prior analysis. We continue to seek feedback on the methodology and future enhancements to the methodology.

Bay Area – Demographic Context

Before embarking on a discussion of the analysis, it is important to understand demographic and travel patterns for the Bay Area. In terms of overall demographics, roughly 31 percent of the region's households are low-income, defined as households with incomes that fall below 200 percent of the federal poverty level. Also, the Bay Area is now a "majority minority" region with 58 percent of the households in the racial/ethnic minority category. Table 1 provides summary information on demographics.

Table 1. Population Distribution by Income and Race/Ethnicity

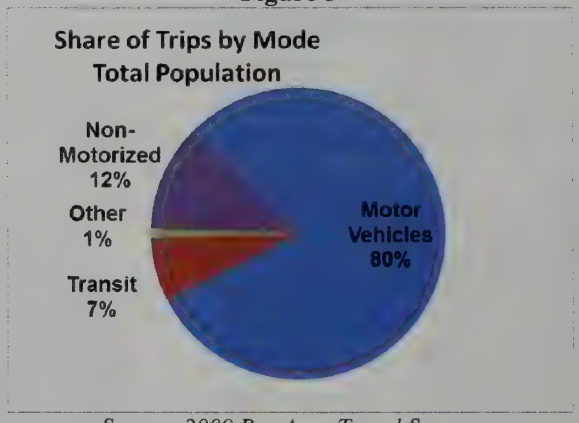
Population Distribution by Household Income		
	Population	**% of Total**
Low-Income (≤ $50,000)	2,211,080	31%
Not Low-Income (> $50,000)	4,843,266	69%
Total	7,054,346	100%
Population Distribution by Race/Ethnicity		
	Population	**% of Total**
Minority	4,117,836	58%
Non-Minority	3,032,903	42%
Total	7,150,739	100%

Sources: 2010 Census SF1; 2010 American Community Survey (ACS): Public Use Microdata Sample 1 Year Estimates.

Notes: Low-income universe is population in households, excluding persons living in group quarters. Low-income households adjusted for inflation across different data sources/years to capture households with incomes below $50,000 per year in 2006 dollars.

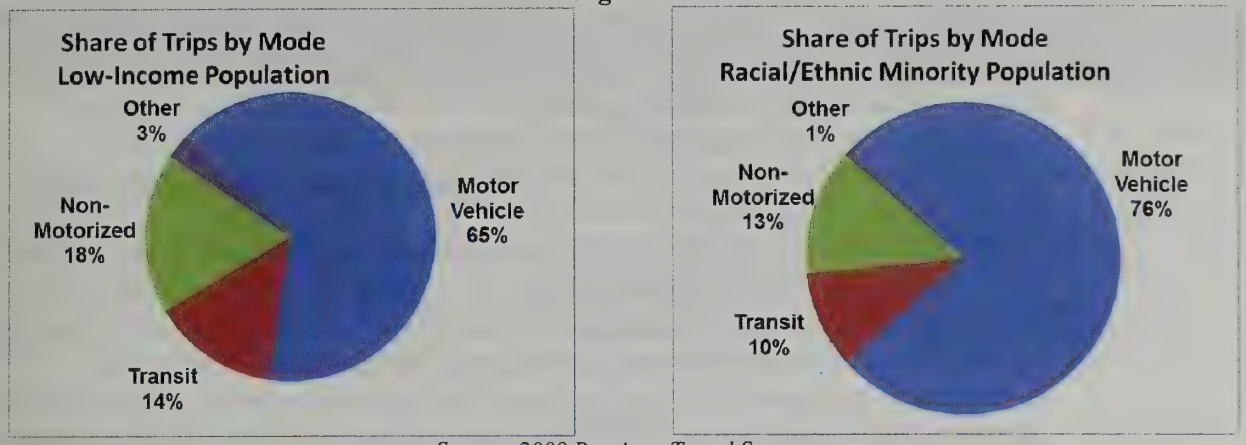
Most notably in terms of travel patterns, Figure 3 illustrates that trips by all Bay Area residents are overwhelmingly made by motor vehicle (80 percent) by the population at large, followed by non-motorized trips (12 percent), and transit (7 percent). While there are real differences for travel patterns for minority and low-income populations, motor vehicles are still the primary mode for trips at 65 percent or greater for both groups (see Figure 4).

Figure 3



Source: 2000 Bay Area Travel Survey.

Figure 4



Source: 2000 Bay Area Travel Survey.

Investment Analysis Overview and Results

The 2013 TIP Investment Analysis uses the following analytical methodology to compare how low-income and minority communities may be affected by the proposed investments in the 2013 TIP:

- **Population Use-Based Analysis:** This analysis is use-based. It compares the estimated percent of investment for low-income and minority populations to the percent of use of the transportation system (both roadways and transit) by low-income and minority populations. In the aggregate, the analysis measures transit and motor vehicle trips using the 2000 Bay Area Travel Survey (2000 BATS). In drilling deeper into the slice of roadway investment alone, the analysis uses vehicle miles traveled (VMT) as the measure of system use from the 2000 BATS. Similarly, for a more refined look at transit investment alone, transit trips are measured using data from MTC's 2006 Transit Passenger Demographic Survey.
- **Mapped Projects Analysis:** In addition to the analytical methodologies framework and based on feedback received from the MTC Policy Advisory Council, staff has also mapped the 2013 TIP projects that are mappable and overlaid them over Communities of Concern; and census tracts with above average minority populations (included as Appendix C).
- **Title VI Analysis:** MTC is using the above methodologies within the broader Transportation Investment Analysis framework along with a disparate impact analysis of the Transportation Investment Analysis results to meet federal Title VI requirements.

The results are discussed below. Appendix B includes definitions and data sources used in this analysis.

Population Use-Based Analysis

The population-based analysis was conducted as follows:

- The 2013 TIP investments were separated into two modes: transit and road/highway.

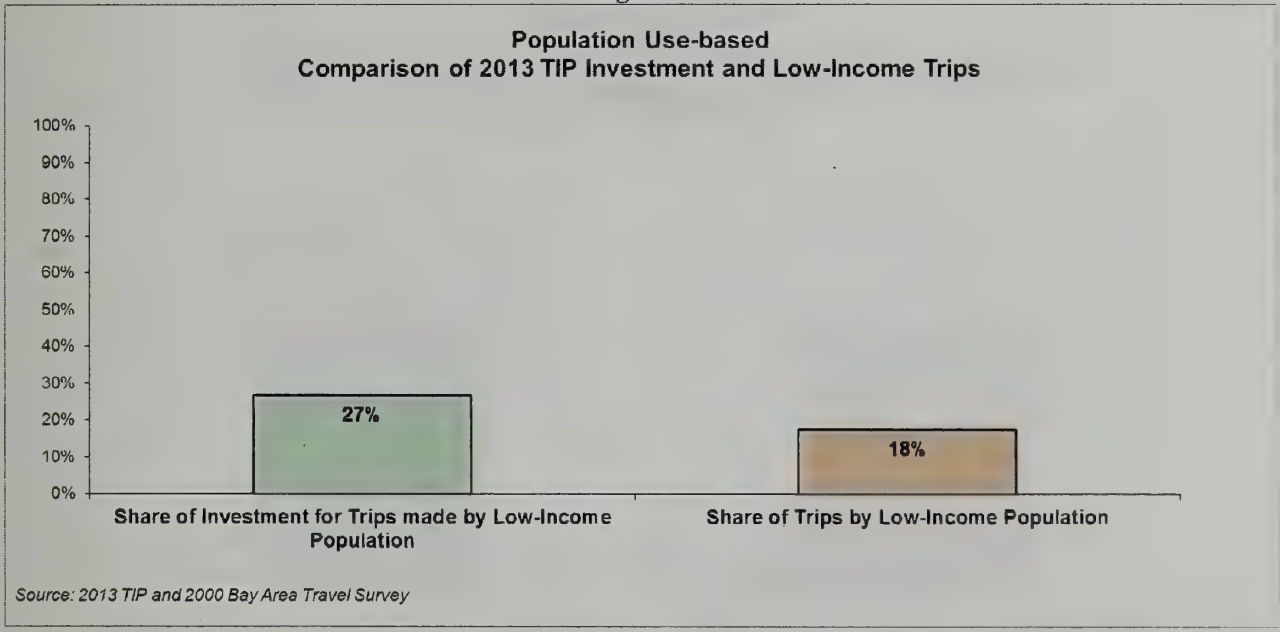
- Investments were allocated in each category to low-income and minority populations, and other populations according to each groups' usage share of each mode at the county or transit operator level.
    - First, to analyze what share of each mode (transit and roads/highways) low-income and minority populations utilize, the following definitions were used:
        - *Low-Income Households:* Low-income households were defined as households earning $50,000 or less. This is roughly equivalent to 200 percent of the federal poverty level.
        - *Minority Households:* For this analysis, minority households were defined using U.S. Census Bureau definitions.
    - Second, the assignment of investment by usage was performed by multiplying the percent of use of the mode by the investment in that particular mode. This analysis was conducted at the county level for highways and roadways and at the transit-operator level for transit. As an illustrative example, for a $50 million state highway project in Alameda County, 18 percent or $9 million, would have been assigned as a financial benefit to low-income populations and the remaining 82 percent or $41 million to other populations because 18 percent of Alameda County motor vehicle trips are made by low-income populations based on the 2000 BATS. A similar approach was followed for transit investment allocations. For multimodal, aggregate analysis, trip data from the 2000 BATS were used. For the in-depth transit analysis, data came from MTC's 2006 Transit Passenger Demographic Survey. For the focused roadway analysis, vehicle miles traveled (VMT) and 2000 BATS data were used.
- Lastly, the investments by mode (from county or transit operator data) were summed for low-income and minority populations and for all other populations based on each group's usage share of each mode. The percent of usage of the system by the target and other populations was then compared to the percent of investment for trips supporting that population.

As a regional-level analysis, this assessment is quite coarse, and has several limitations. The most significant shortcoming is that the analysis does not directly assess the benefit and burden of specific projects or programs. With respect to assigning investment benefit from expansion projects to households, this analysis is limited to assuming that existing usage demographics apply, since current demographic and travel surveys do not include future riders or drivers who will be attracted to the areas served by these expansions either as origins and destinations. Moreover, the roadway-usage share does not account for the benefit to the region's transit vehicles that share the roads with private automobiles. Also, for simplicity, pedestrian and bicycle projects were assigned to local streets and roads and not specifically assigned based on usage by low-income or minority populations of these facilities, or walk/bike mode share.

Population Use-Based Results

Table 2. Population Use-Based Comparison of 2013 TIP Investment and Trips by Income Distribution			
	2013 TIP Investments	**% of Investment**	**% of Trips**
Trips by People Living in Low-Income Households (≤$50k/yr)	$4,548,196,882	27%	18%
Trips by People Living in Not-Low Income Households (>$50k/yr)	$12,386,126,249	73%	82%
Total	$16,934,323,131	100%	100%

Figure 5

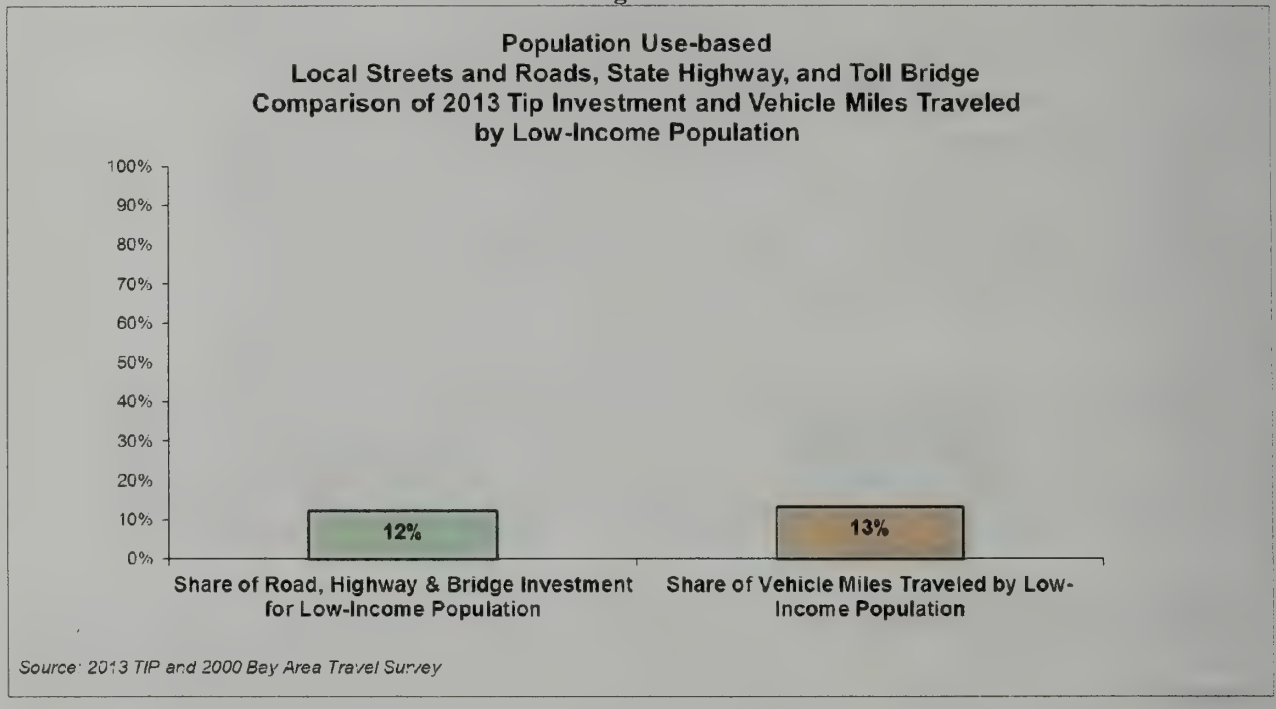


Observations

- The share of investment in projects that support trips made by people living in low-income households (27%) is greater than the proportion of trips made by people living in households that earns $50,000 or less (18%).
- While low-income households make up 31% of the population in the Bay Area (Source: 2010 American Community Survey [ACS]: Public Use Microdata Sample 1 Year Estimates) people living in these households account for only 18% of all trips (Source: 2000 Bay Area Travel Survey).

Table 3. Population Use-Based Local Streets and Roads, State Highway, and Toll Bridge Comparison of 2013 TIP Investment and Vehicle Miles Traveled by Income Distribution			
	Road, Highway & Bridge Investment	**% of Investment**	**% of Vehicle Miles Traveled**
Drivers Living in Low-Income Households (<$50k/yr)	$843,002,879	12%	13%
Drivers Living in Not Low-Income Households (>$50k/yr)	$6,018,376,421	88%	87%
Total	$6,861,379,300	100%	100%

Figure 6

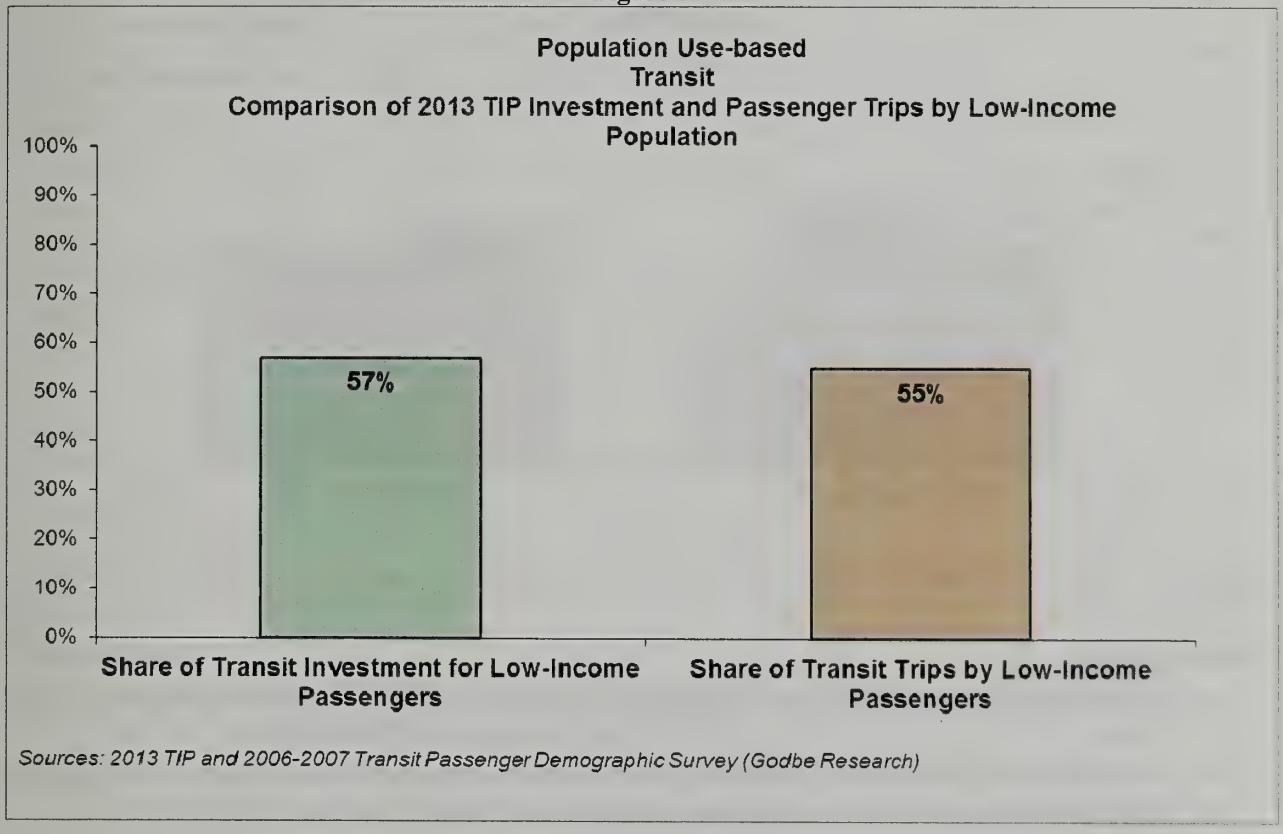


Observations

- The share of investments in local road, state highway and toll bridge systems that benefit drivers living in low-income households (12%) is slightly lower than the share of total vehicle miles traveled by drivers living in low-income households (13%).
- While low-income households account for 31% of the population in the Bay Area (Source: 2010 American Community Survey [ACS]: Public Use Microdata Sample 1 Year Estimates) the drivers living in these households account for only 13% of the driving done in the region (Source: 2000 Bay Area Travel Survey).

Table 4. Population Use-Based Transit Comparison of 2013 TIP Investment and Passenger Trips by Income Distribution			
	Transit Investment	**% of Investments**	**% of Passenger Transit Trips**
Passengers Living in Low-Income Households (≤$50k/yr)	$5,735,863,558	57%	55%
Passengers Living in Not Low-Income Households (>$50k/yr)	$4,337,080,273	43%	45%
Total	$10,072,943,831	100%	100%

Figure 7



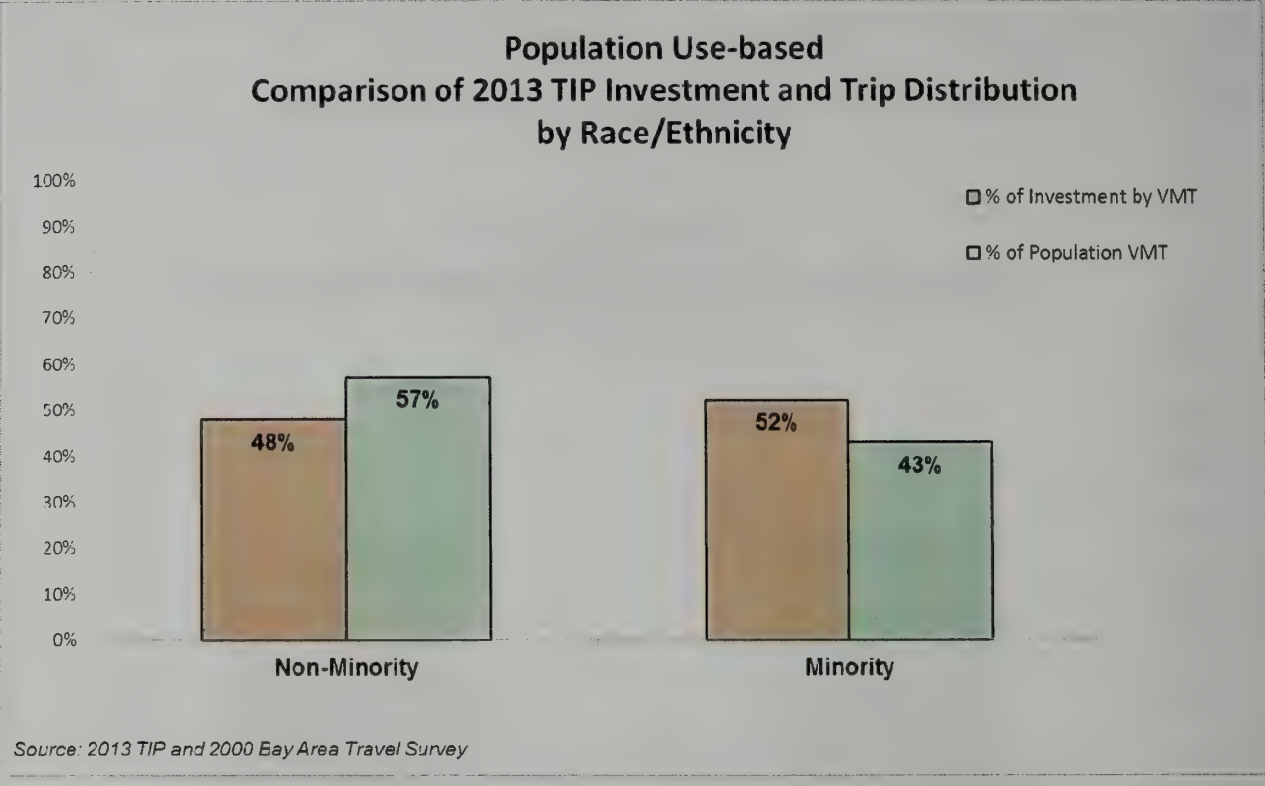
Sources: 2013 TIP and 2006-2007 Transit Passenger Demographic Survey (Godbe Research)

Observations

- The share of transit investment for passengers living in low-income households (57%) is greater than the share of transit trips taken by passengers living in low-income households (55%).
- While the share of total low-income households in the Bay Area is 31% of the population (Source: 2010 American Community Survey [ACS]: Public Use Microdata Sample 1 Year Estimates), passengers from these households account for 55% of transit trips (2006-2007 Transit Passenger Demographic Survey).

Table 5. Population Use-Based Comparison of 2013 TIP Investment and Trip Distribution by Race/Ethnicity			
Race/Ethnicity	**Investment by Trips**	**% of Investment**	**% of Trips**
Non-Minority	$8,115,673,582	48%	57%
Minority	$8,818,649,549	52%	43%
Total	$16,934,323,131	100%	100%

Figure 8



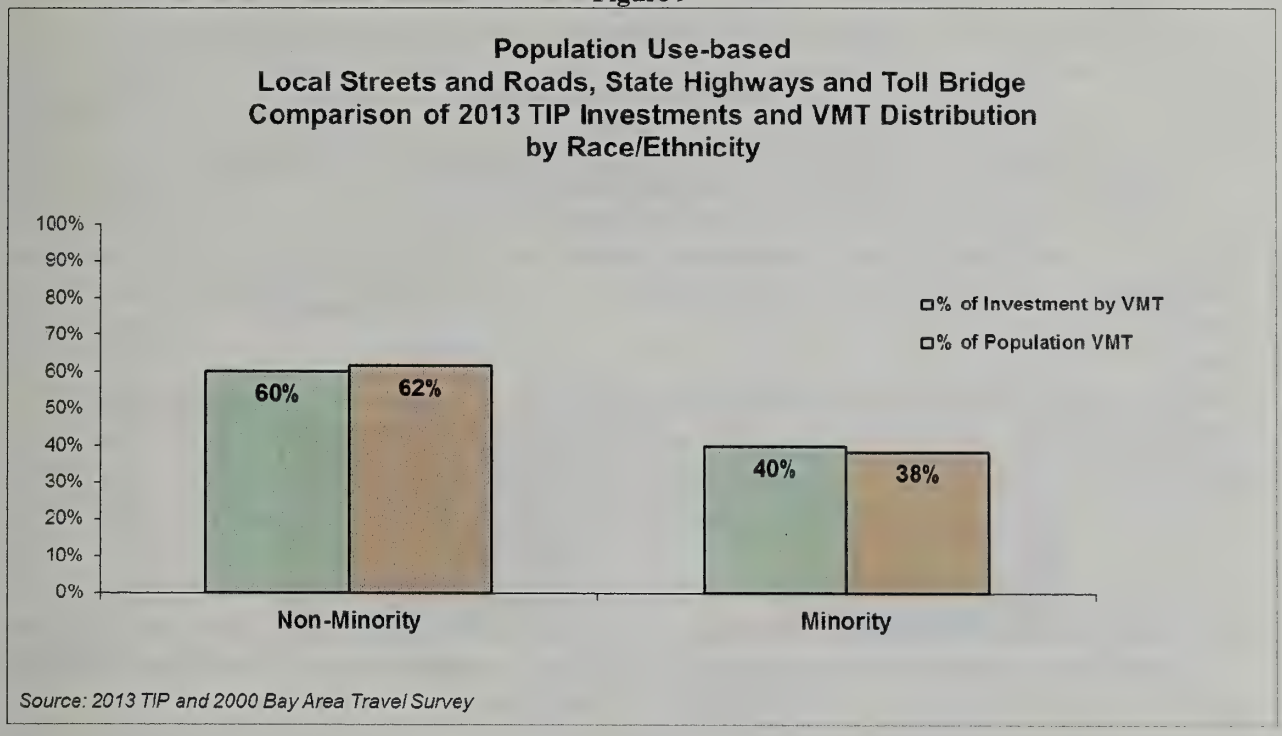
Source: 2013 TIP and 2000 Bay Area Travel Survey

Observations

- Minority households make up 58% of the population, and take 43% of all trips in the Bay Area.
- The share of transportation investments in the Bay Area that support minority population trips (52%) is greater than the share of trips taken by these communities (43%).

Table 6. Population Use-Based Local Streets and Roads, State Highways and Toll Bridge Comparison of 2013 TIP Investments and VMT Distribution by Race/Ethnicity			
Race/Ethnicity	**Investment by Trips**	**% of Investment**	**% of Population VMT**
Non-Minority	**$4,127,466,951**	**60%**	**62%**
Minority	**$2,733,912,349**	**40%**	**38%**
Total	**$6,861,379,300**	**100%**	**100%**

Figure 9



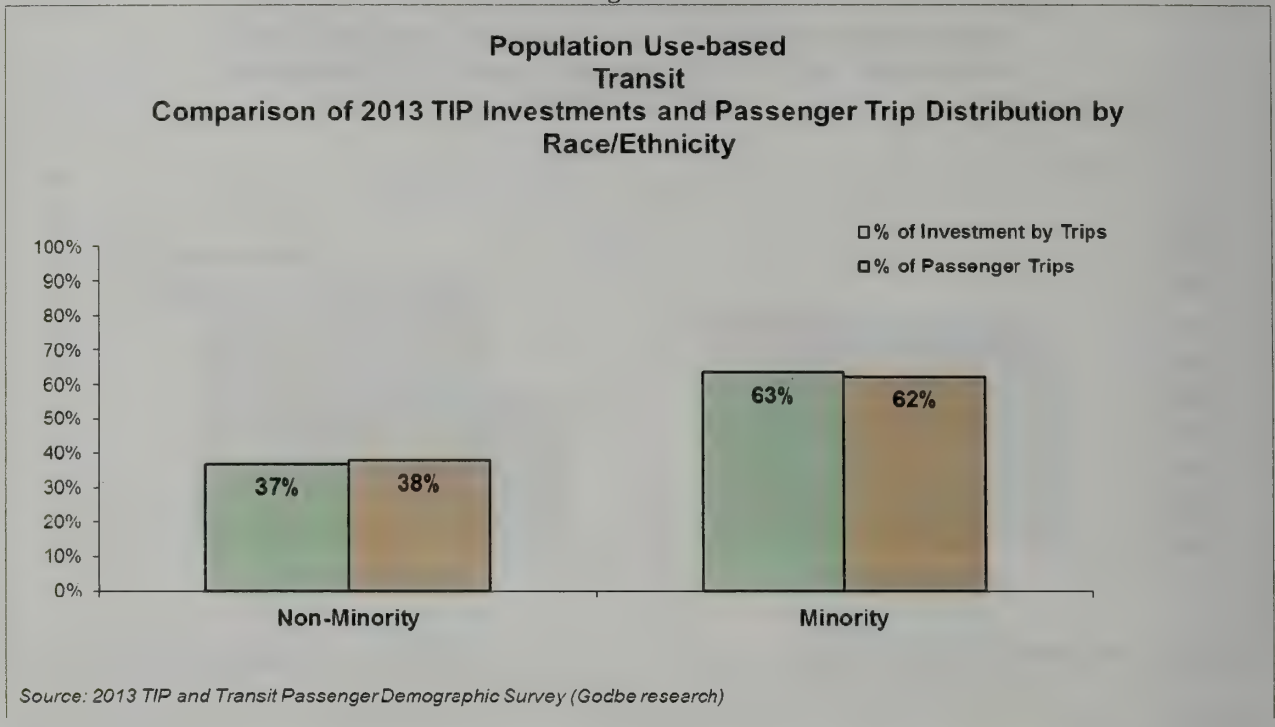
Source: 2013 TIP and 2000 Bay Area Travel Survey

Observations

- Minority households make up 58% of the population in the Bay Area, and account for 38% of the vehicle miles traveled in the Bay Area.
- The share of local streets and roads, state highway, and toll bridge investments that support trips made by minority communities in the Bay Area (40%) is greater than the share of vehicle miles traveled by minority populations at 38%.

Table 7. Population Use-Based Transit Comparison of 2013 TIP Investments and Passenger Trip Distribution by Race/Ethnicity			
Race/Ethnicity	**Investment by Trips**	**% of Investment**	**% of Passenger Trips**
Non-Minority	$3,699,902,360	37%	38%
Minority	$6,373,041,471	63%	62%
Total	$10,072,943,831	100%	100%

Figure 10



Source: 2013 TIP and Transit Passenger Demographic Survey (Godbe research)

Observations

- While minority groups make up 58% of the Bay Area population, this population accounts for 62% of all transit trips.
- The share of investment in racial/ethnic minority transit trips (63%) is greater than the share of transit trips made by minority populations (62%).

Mapped Project Analysis

To supplement the population/use-based analysis described above, MTC mapped the TIP projects that are mappable and overlaid them against communities of concern as well as census tracts with concentrations of minority populations that are above the regional average. This analysis is in response to stakeholder feedback that the overall spatial distribution of projects is also important to analyze to assess equitable access to TIP investments,

The project mapping analysis also has some limitations. First, not all significant regional investments are mappable. For example, a substantial share of total funding in the TIP is dedicated to transit operators for ongoing operations and maintenance of their entire system, which cannot be represented as a simple point or line on a map in relation to a specific community.

Second, despite previous attempts by MTC to quantify the spatial distribution of regional investments in response to stakeholder requests (as in the 2011 TIP Investment Analysis), stakeholders have not agreed on how and whether investments can be appropriately accounted for in terms of whether a specific project or investment truly benefits a specific community and to what degree.

Given these limitations, the Regional Equity Working Group, which reviewed and provided input on the Transportation Investment Analysis methodology for Plan Bay Area and the draft 2013 TIP, recommended a more straightforward qualitative, rather than quantitative, assessment of the spatial distribution of mappable projects included in the TIP.

This qualitative assessment mainly involves examining the distribution of projects for any apparent systematic exclusion of communities of concern or minority communities in the spatial distribution of benefits, or any apparent systematic imbalances between the distribution of projects between communities of concern and the remainder of the region, or between minority and non-minority communities.

The component of this analysis overlaying TIP investments against communities with above-average minority populations also constitutes part of the Title VI Analysis. All the maps are included as part of Appendix C.

Title VI Analysis

The Federal Transit Administration released new guidance in October 2012 specifying how MPOs such as MTC are to certify compliance with the provisions of Title VI of the Civil Rights Act of 1964 in the metropolitan planning process. This section describes the methodology that MTC is using to meet these requirements within the broader Transportation Investment Analysis framework for the TIP, including the methodology for conducting a disparate impact analysis of the Transportation Investment Analysis results. This methodology is the same as the one utilized in Plan Bay Area.

The key FTA requirements the Transportation Investment Analysis addresses in terms of Title VI are:

FTA Requirement	Related Plan Bay Area Analysis
"Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data ..."	(1) **Project mapping analysis** overlaying mappable TIP projects against 2010 Census tracts with above-average concentrations of minority residents.
"[C]harts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes..."	(2) **Population/use-based analysis** of only public transit investments using State and Federal funding sources.
"An analysis of impacts identified in paragraph [above] that identifies any disparate impacts on the basis of race, color, or national origin"[1]	(3) **Disparate impact analysis** comparing TIP investments per capita for minority populations identified under (2) above as a percentage of per-capita investments identified for non-minority populations.

The disparate impact analysis under (3) incorporates the quantitative results produced by the population/use-based analysis under (2) to make a determination of any disparate impact. The mapping analysis under (1) therefore shows all investments overlaid against minority tracts, regardless of fund source, and is a qualitative analysis only. MTC does have the ability to specify public transportation investments that use State and Federal funds in the population/use-based analysis under (2) above. Some of the State and Federal fund sources included in the Title VI analysis of are: FTA 5307, FTA 5309, FTA 5337 funds, STP/CMAQ, Proposition 1B funds, FTA 5311 funds.

It is important to note that a substantial share of total funding dedicated to transit operators for ongoing operations and maintenance of their entire system comes from state, regional and local sources and are generally not included as part of the TIP as they may not require a federal action.

[1] FTA Circular 4702.1B, page VI-2.

To conduct the disparate impact analysis under (3) above, the results of the population/use-based analysis of public transportation investments using State and Federal funds under (2) are first expressed in terms of investments per capita for both minority and non-minority transit riders (or total population) in the region as follows:

$$\text{Minority benefit per capita} = \frac{\text{Total transit investments allocated to minority riders}}{\text{Total regional minority transit ridership (or population)}}$$

$$\text{Non-minority benefit per capita} = \frac{\text{Total transit investments allocated to non-minority riders}}{\text{Total regional non-minority transit ridership (or population)}}$$

Next, the minority and non-minority per-capita benefit results are compared, expressing the minority benefit per capita as a percentage of the non-minority benefit per capita:

$$\text{Result (\%)} = \frac{\text{Minority benefit per capita}}{\text{Non-minority benefit per capita}}$$

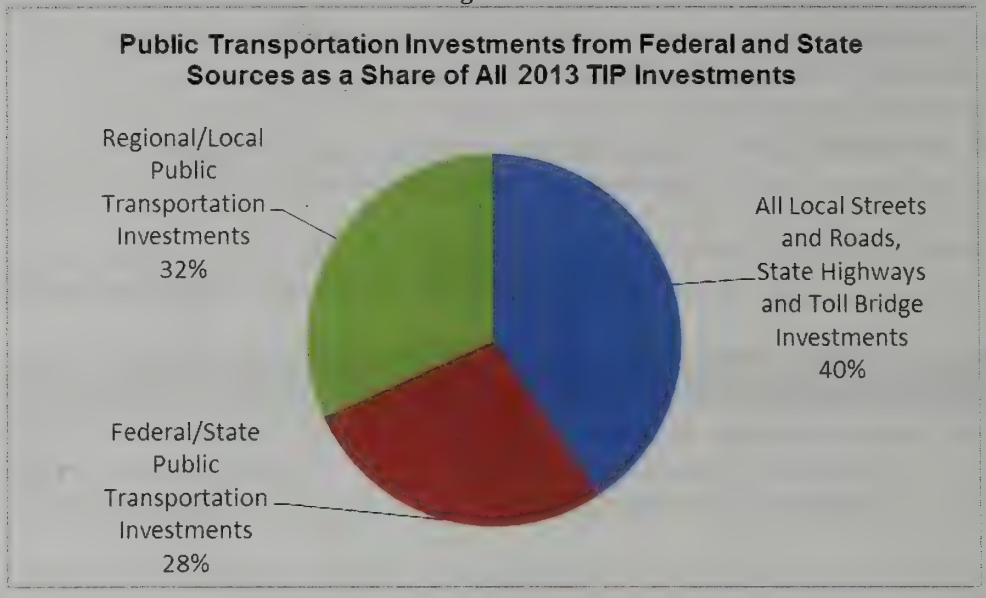
Although FTA does not provide specific guidance or standard benchmarks for MPOs to use in the metropolitan planning process to determine whether any given result represents a disparate impact, a general practice in disparate impact analysis is to use the percentage result to determine whether any differences between benefits for minority or non-minority populations may be considered statistically significant. If a disparate impact is found to be statistically significant, consideration must then be given to "whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact."[2]

Results of the Title VI Analysis

First, to address FTA's MPO-specific requirements for Title VI disparate-impact analysis, Federal and State funding sources for public transportation are separated out from the total TIP investments, as illustrated below in Figure 11.

[2] FTA Circular 4702.1B, page VI-2.

Figure 11



Next, using the same methodology as the population/use based investment analysis presented above, the $4.7 billion in the TIP's public transportation investments using Federal and State sources is distributed to minority and non-minority transit riders based on their respective shares of ridership among the various Bay Area transit agencies, and total investment shares are compared to the region's overall transit ridership and populations as a whole, as shown in Table 8.

Table 8. Comparison of Federal and State Transit 2013 TIP Investments by Minority Status

Race/Ethnicity	Total Federal/ State Transit Funding (Millions $)	% of Total Federal/ State Transit Funding	% of Regional Transit Ridership	% of Total Regional Population
Minority	$2,880	61%	62%	58%
Non-minority	$1,818	39%	38%	42%
Total	$4,698	100%	100%	100%

Finally, investments are distributed on a per-capita and per-rider basis so that investment benefits accruing to the region's minority riders and populations can be compared as a percentage to investment benefits accruing to the region's non-minority populations and riders, as shown in Table 9 and Table 10, respectively.

Table 9. Disparate Impact Analysis of 2013 TIP Investments: Population Analysis				
Race/Ethnicity	**Total Federal/ State Transit Funding (Millions $)**	**Regional Population (2010)**	**Per-Capita Benefit**	**Minority Per-Capita Benefit as % of Non-minority Per-Capita Benefit**
Minority	**$2,880**	**4,117,836**	**$699**	**117%**
Non-minority	**$1,818**	**3,032,903**	**$599**	
Total	**$4,698**	**7,150,739**		

Source:2013 TIP, 2006 Transit Passenger Demographic Survey, 2010 Census SF1.

Table 10. Disparate Impact Analysis of 2013 TIP Investments: Ridership Analysis				
Race/Ethnicity	**Total Federal/ State Transit Funding (Millions $)**	**Avg. Daily Transit Ridership (2006)**	**Per-Rider Benefit**	**Minority Per-Capita Benefit as % of Non-minority Per-Capita Benefit**
Minority	**$2,880**	**816,059**	**$3,529**	**97%**
Non-minority	**$1,818**	**498,303**	**$3,649**	
Total	**$4,698**	**1,314,362**		

Source: 2013 TIP, 2006 Transit Passenger Demographic Survey, MTC Statistical Summary for Bay Area Transit Operators.

On a per-capita population basis, Table 9 shows minority persons in the region are receiving 117% of the benefit of the TIP's investments in public transportation from Federal and State sources compared to non-minority persons. On a ridership basis, Table 10, shows that minority riders are receiving 97% of the benefit of Federal- and State-funded transit investments in the TIP compared to non-minority riders. This 3% difference between minority and non-minority per-rider benefits does not demonstrate a systematic disbenefit to low-income or minority populations, and therefore this analysis finds no disparate impact in the distribution of Federal and State funding for public transportation purposes between minority and non-minority populations or riders in the draft 2013 TIP.

Key Findings

The purpose of this investment analysis is to compare the allocation of 2013 TIP investments between low-income and minority populations and all other populations. The key question addressed is: "Are low-income and minority populations sharing equitably in the TIP's financial investments?"

This analysis attempts to take a relatively conservative approach to assigning investments (or "benefit") to low-income households given some of the limitations of the analysis. The results suggest that according to several indices, the 2013 TIP invests greater public funding to the

benefit of low-income and minority communities than their proportionate share of the region's population or trip-making as a whole.

- As shown in Table 11 the analysis concludes in the aggregate that there is a relatively higher proportional investment in the 2013 TIP in minority and low-income populations than the proportionate share of trips taken by minority and low-income populations.

Table 11. Findings for Aggregate Analysis

	Share of 2013 TIP Investment	Share of Total Trips/Population
Population Use-Based		
Low-Income	**27%**	**18% (total trips)**
Minority	**52%**	**43% (total trips)**

- In delving deeper into the investments by mode, one finds that the results are similar. For example, for transit, the results show that for low-income populations, the share of investment (57 percent) was slightly higher than the share of trips (55 percent). The share of investment in minority transit trips (63 percent) is both slightly greater than the minority share of the total population and also slightly more than the share of transit trips made by minority populations (62 percent). For streets and road investments, these findings also hold true for the minority trips but not for trips by low-income population when compared against the Vehicle Miles Traveled. However, in no case, do the results appear to demonstrate a systematic disbenefit to low-income or minority populations.
- The Title VI Analysis finds no disparate impact in the distribution of Federal and State funding for public transportation purposes between minority and non-minority populations or riders in the draft 2013 TIP.

Appendix A: Regulatory and Policy Context for Environmental Justice in Transportation Planning

The contents of this report are intended to satisfy several federal requirements as well as regional policy objectives as summarized in this section. At the federal level are civil rights protections afforded to persons against discrimination in federal programs on the basis of race, color, or national origin; and federal environmental justice objectives. At the regional level are MTC's own adopted environmental justice principles in addition to numerous efforts by MTC and ABAG to incorporate social equity throughout the agencies' regional planning efforts, including Plan Bay Area.

Title VI of the Civil Rights Act of 1964: The Right of Non-discrimination in Federally Funded Programs on the Basis of Race, Color, or National Origin

This section discusses the relationship between Title VI, its requirements, and the development of the Regional Transportation Plan and Transportation Improvement Program.

What Is Covered under Title VI?

Title VI of the Civil Rights Act of 1964 states that "*[n]o person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.*"[3] Title VI further authorizes Federal agencies that make grants (for example, the U.S. Department of Transportation) to promulgate regulations to effectuate compliance with the law's provisions.

What Are MTC's Responsibilities?

As a recipient of DOT funds, MTC is responsible for complying with DOT regulations related to Title VI[4] (see sidebar). In October 2012, the Federal

U.S. Department of Transportation Title VI Regulations

Specific discriminatory actions prohibited under DOT Title VI regulations include:

(1) A recipient under any program to which this part applies may not, directly or through contractual or other arrangements, on the grounds of race, color, or national origin.
   (a) Deny a person any service, financial aid, or other benefit provided under the program;
   (b) Provide any service, financial aid, or other benefit to a person which is different, or is provided in a different manner, from that provided to others under the program;
   (c) Subject a person to segregation or separate treatment in any matter related to his receipt of any service, financial aid, or other benefit under the program;
   (d) Restrict a person in any way in the enjoyment of any advantage or privilege enjoyed by others receiving any service, financial aid, or other benefit under the program;
   (e) Treat a person differently from others in determining whether he satisfies any admission, enrollment, quota, eligibility, membership, or other requirement or condition which persons must meet in order to be provided any service, financial aid, or other benefit provided under the program;
   (f) Deny a person an opportunity to participate in the program through the provision of services or otherwise or afford him an opportunity to do so which is different from that afforded others under the program; or
   (g) Deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program.

(2) A recipient, in determining the types of services, financial aid, or other benefits, or facilities which will be provided under any such program, or the class of person to whom, or the situations in which, such services, financial aid, other benefits, or facilities will be provided under any such program, or the class of persons to be afforded an opportunity to participate in any such program; may not, directly or through contractual or other arrangements, utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program with respect to individuals of a particular race, color, or national origin.

[3] **42 U.S.C §2000d.**
[4] 49 CFR part 21.

Transit Administration issued a new Circular with guidance to its recipients for compliance with federal Title VI requirements.[5] This guidance lays out requirements for FTA's recipients, including metropolitan planning organizations (MPOs) such as MTC, to ensure that their programs, policies, and activities comply with the Department of Transportation's Title VI regulations. The guidance offers several specific requirements that MPOs must submit to the State and to FTA as part of their overall Title VI Programs, including:

> "All general requirements set out in [the General Requirements section of the] Circular.
> "A demographic profile of the metropolitan area that includes identification of the locations of minority populations in the aggregate;…
> "A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process;
> "Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data … and charts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes…;
> "An analysis of impacts identified in paragraph (4) that identifies any disparate impacts on the basis of race, color, or national origin, and, if so, determines whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact."[6]

Specific methods MTC uses in addressing these requirements for the Regional Transportation Plan are included in Plan Bay Area. In addition to analyzing the long-range Plan as descried in this report, MTC's broader Title VI program includes a variety of commitments to ensure nondiscrimination on the basis of race, color, or national origin in its programs and activities.[7]

Environmental Justice: Avoiding, Minimizing, or Mitigating Disproportionately High and Adverse Effects on Low-Income and Minority Populations

Environmental justice is a concept related to but distinct from civil rights and Title VI. Whereas Title VI provides legal protection from discrimination in Federal programs on the basis of "race, color, or national origin," environmental justice in the context of this Plan relates to an administrative framework for internal management of federal agencies to ensure their programs and activities incorporate environmental justice principles and do not disproportionately burden low-income and minority populations.

The environmental justice movement emerged following the broader environmental movement of the 1960s and 1970s, out of concern that predominantly minority and low-income communities were bearing disproportionate environmental burdens relative to their non-minority and non-low-income counterparts. In this sense, the "justice" aspect of environmental justice is

[5] Federal Transit Administration Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients:* http://www.fta.dot.gov/documents/FTA_Title_VI_FINAL.pdf.
[6] FTA Circular 4702.1B, page VI-1*f*.
[7] For more information, see MTC's Title VI page at: http://www.mtc.ca.gov/get_involved/rights/title_VI.htm.

rooted in the basic concept of fairness in terms of an equitable distribution of environmental benefits and burdens, and seeks to promote participation of community members in the decision-making processes that affect them.

What Is Covered under Environmental Justice?

In an effort to address environmental justice concerns mounting across the country during the 1980s and early 1990s, in 1994 President Clinton signed Executive Order 12898, *Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations*. This Order directed each Federal agency to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations..."[8] Furthermore, the Executive Order directed each agency to develop an agency-wide environmental justice strategy.

Accordingly, the U.S. Department of Transportation issued its original Environmental Justice Order in April 1997, establishing DOT's overall strategy and procedures to be used by DOT to comply with EO 12898. In response to the Memorandum of Understanding on Environmental Justice signed by heads of Federal agencies on August 4, 2011, in an effort to "renew the process under Executive Order 12898 for agencies to provide environmental justice strategies and implementation progress reports,"[9] DOT issued its revised environmental justice strategy, DOT Order 5610.2(a), in March 2012. This Order places responsibility on the head of each Operating Administration within DOT to determine whether programs, policies, or activities for which they are responsible will have an adverse human health or environmental effect on minority and low-income populations and whether that adverse effect will be disproportionately high.

As operating administrations within DOT, the Federal Highway Administration and Federal Transit Administration both define three fundamental environmental justice principles consistent with the Executive and DOT Orders as follows:

To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The DOT Order further defines "disproportionately high and adverse effect on minority and low-income populations" as an adverse effect that:

1. is predominately borne by a minority population and/or a low-income population, or

[8] Executive Order 12898 (1994, Clinton).

[9] Memorandum of Understanding on Environmental Justice and Executive Order 12898, available at: http://www.epa.gov/compliance/ej/resources/publications/interagency/ej-mou-2011-08.pdf.

2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

In June 2012,the Federal Highway Administration released a new and updated Order **6640.23A, *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*.**[10] **This Order clarifies FHWA's environmental justice policies, guidance, and responsibilities consistent with the updated DOT Order.**

In August 2012, the Federal Transit Administration released final guidance in the form of a Circular on incorporating environmental justice principles into plans, projects, and activities that receive funding from FTA.[11] This final guidance provides recommendations to recipients of FTA funds, including metropolitan planning organizations, on how to fully engage environmental justice populations in the public transportation decision-making process; how to determine whether environmental justice populations would be subjected to disproportionately high and adverse human health or environmental effects as a result of a transportation plan, project, or activity; and how to avoid, minimize, or mitigate these effects.

MTC Environmental Justice Principles

In addition to MTC's long-standing commitment to supporting DOT, FHWA, and FTA in fulfilling their environmental justice mission under the Executive Order , MTC's commitment to environmental justice is embodied in the Environmental Justice principles adopted by the Commission in 2007. Developed in a collaborative process involving regional environmental-justice stakeholders and transportation agencies, the adopted principles affirm MTC's ongoing commitments to:

1. Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them.

2. Collect accurate and current data essential to defining and understanding the presence and extent of inequities, if any, in transportation funding based on race and income.

What Are MTC's Responsibilities?

Recipients' responsibilities regarding environmental justice are part of FTA's annual Master Agreement, which requires recipients, including MTC, to promote environmental justice by following and facilitating FTA's compliance with Executive Order 12898, and following DOT's Order on environmental justice. MTC fulfills these responsibilities through a range of programs and activities that support environmental justice principles, including:

[10] FHWA Order 6640.23A, available at: http://www.fhwa.dot.gov/legsregs/directives/orders/664023a.htm.
[11] FTA Circular 4703.1,*Environmental Justice Policy Guidance for Federal Transit Administration Recipients,* available at: http://www.fta.dot.gov/legislation_law/12349_14740.html.

- Identifying mobility needs of low-income and minority communities through MTC's Community Based Transportation Planning Program.
- Developing and implementing MTC's Public Participation Plan, which lays out specific strategies for engaging low-income and minority populations and other community stakeholders throughout the metropolitan planning process in general, and providing for input on the development of the Equity Analysis methodology and the definitions of environmental justice populations and performance measures in particular.
- Conducting an environmental justice analysis of the Regional Transportation Plan (as summarized in this report), including an analysis of the distribution of regional transportation investments for low-income and minority populations, and analysis of benefits and burdens using technical performance measures to determine whether the proposed investment strategy may present any disproportionately high and adverse human health and environmental effects on environmental justice populations.
- Continually refining and updating the data and analytical methods required to carry out environmental justice analysis at the regional, programmatic level, incorporating both stakeholder feedback and ongoing improvements in analytical technologies and data collection.

Appendix B: Definitions and Data Sources

Definitions

Minority

Minority populations include persons who identify as any of the following groups defined by the Census Bureau in accordance with guidelines provided by the U.S. Office of Management and Budget (OMB):

- American Indian or Pacific Islander alone
- Asian alone
- Black or African-American alone
- Hispanic or Latino of any race
- Native Hawaiian or Pacific Islander alone

For the purposes of this report, all Hispanic and Latino residents of all races are included in the Hispanic and Latino definition, and only non-Hispanic or Latino persons are included in other minority groups. In addition, this report includes with the minority population those persons whose responses identify Some Other Race or Two or More Races. Accordingly, the "non-minority" population consists of all other persons not included in any of the above-named groups, namely those identifying as non-Hispanic white alone. Because the Bay Area is a "majority minority" region, the designation of non-Hispanic white persons as "non-minority" is not intended to be misleading, as this population still represents a relative majority (a plurality) in the region but not an absolute majority. Nevertheless, the term "non-minority" is used here to provide consistency and clarity with regard to federal guidance.

Low-Income Households

Many of the measures analyzed using the regional travel model are able to produce results for all low-income households, or persons living in low-income households, throughout the region, regardless of their residential location. Low-income households are defined in MTC's travel model as having incomes of less than $30,000 a year 2000 dollars (approximately $38,000 in 2010 dollars), which represent the lowest 28% of households in 2010. Non-low-income households, as a basis for comparison, are defined as having incomes of $30,000 or more per year in 2000 dollars, and represent the upper 72% of households.

Due to limitations of other regional data sources, the Plan Bay Area Transportation Investment Analysis defines low-income households as those earning $50,000 per year or less (in 2006 dollars).

Low-Income Persons

A low income person is defined by MTC as persons identified by the Census Bureau as below 200% of the federal poverty level. MTC established the 200% of poverty threshold in 2001 to account for the Bay Area's high cost of living relative to nationally defined poverty thresholds; the Census Bureau does not adjust the poverty level for different parts of the continental U.S. where different costs of living to factor into the varying affordability of basic necessities.

The Census Bureau establishes poverty status for individuals based on a combination of an individual's household composition, size, and income. As of 2010, the 200% threshold

represented a household income of approximately $23,000 a year for a single person living alone, and approximately $47,000 a year for a family of four.

Communities of Concern

In discussing how to define target populations for equity analysis, Equity Working Group members emphasized the importance of spatial location within the region with respect to the impacts of future development patterns and transportation investments. Thus, staff worked with Working Group members to develop a spatial definition of communities of concern, against which performance measure results could be compared with non-communities of concern (typically referred to in the analysis as the "remainder of region"). Except where noted, data used to define communities of concern is from the Census Bureau's 2005–09 American Community Survey, the most recent data set available for this analysis that is readily compatible with MTC's existing travel-analysis-zone definitions used for spatial analysis, which are based on 2000 Census geography.

In response to feedback that the analysis would be more informative with a more focused definition of communities of concern than was used in past RTP Equity Analyses, and a recommendation from MTC's Policy Advisory Council to consider seniors and persons with disabilities in addition to low-income and minority populations, staff proposed a revised community-of-concern definition which identifies communities with multiple overlapping potential disadvantage factors relevant to the Plan Bay Area planning process.

Thresholds were proposed to incorporate the most significant concentrations of eight different target populations while minimizing inclusion of non-target population members. The list of factors, reviewed by the Equity Working Group and approved by MTC's Planning Committee in October 2011, are summarized in the table below.

Communities of concern were then defined as recommended by Equity Working Group members as those tracts having concentrations of 4 or more factors listed above, or having concentrations of both low-income and minority populations. Based on this definition, a total of 305 out of 1,405 Census tracts in the region were identified as communities of concern.

Disadvantage Factor	% of Regional Population[1]	Proposed Concentration Threshold
1. Minority	54%	70%
2. Low Income (<200% of Poverty)	23%	30%
3. Limited English Proficiency	9%	20%
4. Zero-Vehicle Households	9%	10%
5. Seniors 75 and Over	6%	10%
6. Population with a Disability	18%	25%
7. Female-Headed Families with Children	10%	15%
8. Cost-burdened Renters[2]	10%	15%

[1] *Source: 2005-09 American Community Survey tract-level data; data for population with a disability is from 2000 Census, the most recent available.*

[2] *Defined as the share of housing units occupied by renters paying more than 50% of income for rent.*

Data Sources

This section describes the various data sources used to perform the 2013 TIP Investment Analysis.

Decennial Census and American Community Survey

The Census Bureau provides two key data sets used in this report. One, the decennial Census, was most recently completed in 2010 and is a 100% count of all persons in the United States as mandated in the U.S. Constitution. The decennial Census includes complete data on all persons' race and ethnicity as well as age and certain household and family characteristics.

The second Census Bureau data product used is the American Community Survey (ACS). The ACS is an ongoing annual sample-based survey of the U.S. population and provides basic demographic information similar to the decennial Census but also provides far greater detail on various socioeconomic characteristics, including such data relevant to this analysis as household income, poverty status, level of proficiency with English, household vehicle ownership, disability status, housing costs, and information about workers' typical commuting habits.

Because the ACS is based on sample data collected by the Census Bureau (as opposed to 100% counts of the population like the decennial Census), situations calling for very detailed socioeconomic data require using larger samples. Sample sizes can be increased by looking at either larger geographic areas or else multiple years' worth of data for smaller areas. Hence, looking at just one year's worth of data to get a single "snapshot" in time may require looking only at larger geographies such as counties, while looking at very detailed geographies at a neighborhood level may require examining up to five continuous years' worth of sample data collected from the same relatively small area.

In this report, data from the 2010 Census is used primarily in the regional demographic profile and to characterize the regional minority population for the Transportation Investment Analysis described. Data from the American Community Survey is used in the definition of communities of concern, and to characterize the regional low-income population for the Transportation Investment Analysis.

Bay Area Travel Survey (BATS)

The Bay Area Travel Survey (BATS) is MTC's periodic regional household travel survey, the most recent of which was completed in 2000. BATS2000 is an activity-based travel survey that collected information on all in-home and out-of-home activities, including all trips, over a two-day period for more than 15,000 Bay Area households. The survey provides detailed information on many trip characteristics such as trip purpose, mode, origins and destinations, as well as household demographic and socioeconomic characteristics, and informs development of the regional travel model. In this report, BATS is used to primarily to provide data on usage of the regional transportation system, and in particular the share of trip-making and vehicle-miles of travel (VMT) on the region's road and highway system, for different demographic and socioeconomic groups in the Transportation Investment Analysis.

The region's household travel survey is currently in the process of being updated as part of a broader statewide travel survey project. Data collection and analysis efforts are currently under way, and new data from the updated regional travel survey is expected to be available sometime in 2014.

Bay Area Transit Passenger Demographic Survey

In 2006 MTC conducted a comprehensive survey of all Bay Area transit operators to collect consistent demographic and socioeconomic data for all the region's transit riders. Data collected included race/ethnicity, age, fare payment information, household income, and vehicle availability. Results for this survey are used in the Transportation Investment Analysis to determine transit-investment benefits to low-income and minority populations based on these groups' share of transit use on individual systems and across the region as a whole. The Transit Passenger Demographic Survey also informs the Title VI Analysis by establishing a consistent demographic profile of the region's overall transit ridership across all systems by minority and non-minority status.

To update this data on an ongoing basis, MTC is now working with transit operators on ridership surveys that will collect a variety of consistent demographic and travel-activity data across all transit systems surveyed. In order to make best use of available funding and resources to support these extensive survey efforts, surveys are being conducted on different systems on a serial basis over time. Surveys are anticipated to be complete for all systems and updated regional data available in 2015.

Appendix C: Maps

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Alameda County TIP Projects

1 San Francisco-Oakland Bay Bridge
2 BART - Warm Springs to Berryessa Extension
3 Toll Bridge Rehabilitation Program
4 BART Oakland Airport Connector
5 SR 24 - Caldecott Tunnel 4th Bore
6 Dumbarton Rail Service (PE and ROW only)
7 BART Transbay Tube Seismic Retrofit
8 7th Street Grade Separation and Roadway Improvement
9 Enhanced Bus - Telegraph/Intl/East 14th
10 I-580 (TriValley) Corridor - EB HOV/HOT Lanes
11 SFOBB Gateway Park
12 I-580 (TriValley) Corridor - WB HOV & Connectors
13 I-880/SR 262 I/C and HOV lanes
14 SR 84 Expressway Widening
15 Hayward Shop and Yard Expansion
16 I-880 SB HOV Lanes - Marina Blvd to Hegenberger
17 Outer Harbor Intermodal Terminals (OHIT)
18 East-West Connector in Fremont & Union City
19 Route 238 Corridor Improvement
20 I-880 North Safety Improvements
21 I-80 Integrated Corridor Mobility Project
22 Eastbound Truck Climbing Lane
23 Ferry Service - Berkeley/Albany
24 Union City Intermodal Station Infrastructure
25 Oakland Waterfront Bay Trail
26 Rt 92/Clawiter/Whitesell Interchange Improvements
27 I-680 Sunol Grade NB HOV Lane
28 Alameda: Vasco Road Safety Improvements
29 Toll Bridge Maintenance
30 I-880/Industrial Parkway West Interchange
31 Dumbarton Bridge Seismic Retrofit
32 Contra Costa County Vasco Road Safety Improvements
33 I-880/Marina Blvd Interchange and Overcrossing Repair
34 I-880 NB and SB Auxiliary lanes
35 Central Avenue Railroad Overpass at UPRR
36 Dougherty Road widening
37 Tinker Avenue Reconfiguration
38 42nd Ave. & High St. I-880 Access Improvements
39 I-580 HOT Corridor Project
40 ACE Track Improvements
41 Shore Power Initiative
42 AC Transit: Line 51 Corridor
43 I-880 Auxiliary lanes at Industrial Parkway

Road Projects
Transit Projects

NOTE:

- 58% of the 2013 TIP projects are mapped
- Some projects in the 2013 TIP have no funds in the six-year TIP period.
- All the maps are available at: www.mtc.ca.gov/funding/tip/2013/maps

44 I-580 (TriValley) Right of Way Preservation
45 Union City BART East Plaza Enhancements
46 Union City Intermodal Station Infrastructure
47 I-80 Gilman Interchange Reconfiguration
48 San Leandro Downtown-BART Pedestrian Interface
49 E. 14th St/Mission Blvd Streetscape
50 I-880/SR 112 Overcrossing Replacement
51 Hampton Rd Streetscape
52 Various Streets Resurfacing and Bikeway Facilities
53 ACE Signal System Rehabilitation
54 San Pablo Avenue Streetscape
55 Regional Real-Time Transit Information at BART
56 Dublin Boulevard widening
57 MacArthur BART Plaza Remodel
58 I-238 Widening Replacement Planting
59 I-680/Bernal Avenue Interchange Improvements
60 Estuary Bridges Seismic Retrofit and Repairs
61 San Leandro BART - Transit Access Improvements
62 I-580 / Foothill Road Interchange Improvements
63 Livermore Village Plaza & Infrastructure
64 SR 185- E. 14th St/ Hesperian Blvd/150th Ave
65 Oakland Foothill Blvd Streetscape
66 Alamo Canal Regional Trail, I-580 Undercrossing
67 Berkeley Bay Trail Extension - Segment One
68 Albany - Buchanan Bicycle and Pedestrian Path
69 Crow Canyon Safety Improvements
70 City of Alameda - Park St Streetscape
71 South Hayward BART Area/Dixon Street Streetscape
72 Downtown Berkeley BART Plaza/Transit Area
73 Fremont CBD/Midtown Streetscape
74 Fruitvale Ave Roadway Bridge Retrofit
75 Oakland Bay Trail to Lake Merritt Bike/Ped Bridge
76 West Dublin BART Golden Gate Drive Streetscape

Alameda County TIP Projects (*Continued*)

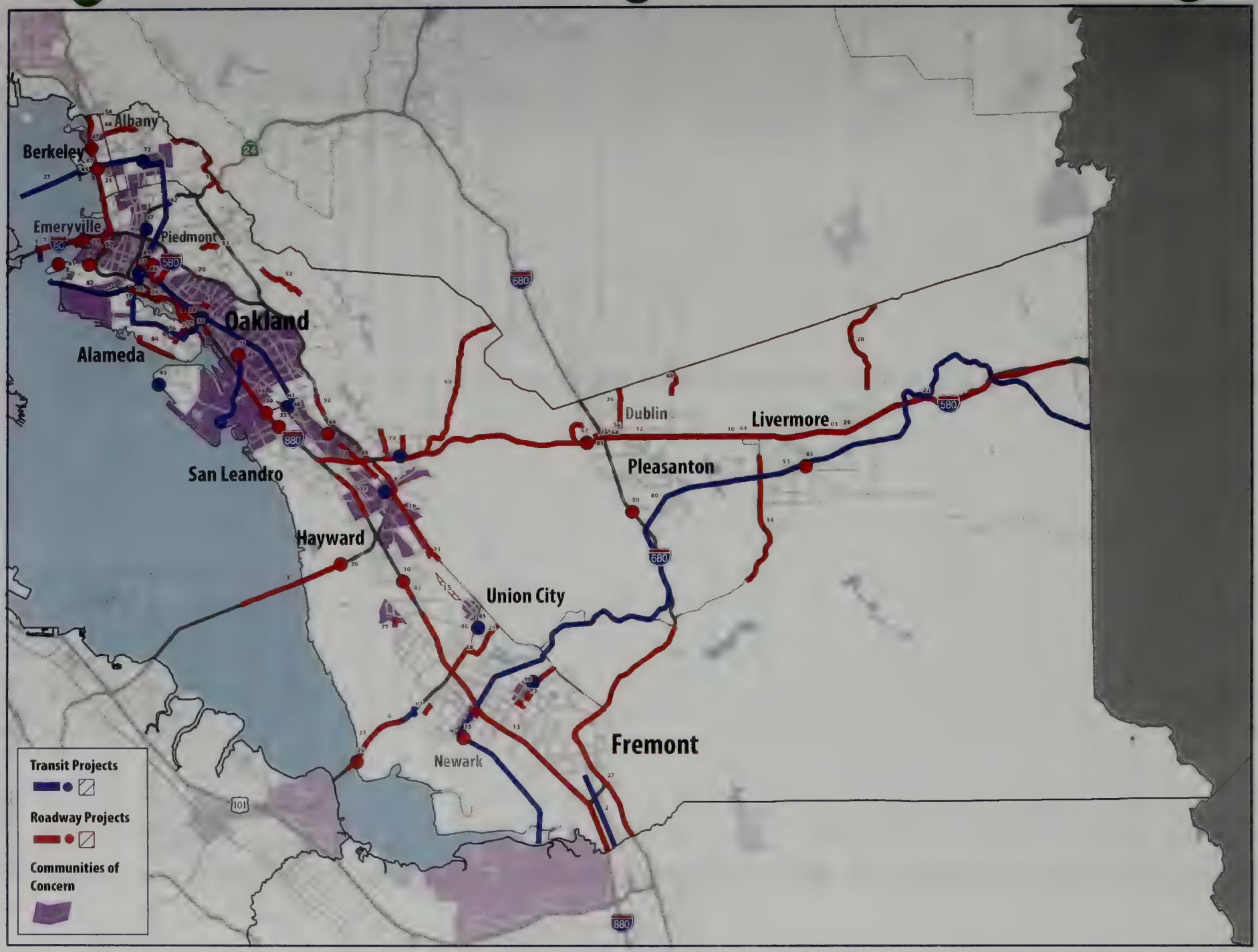
77 Union City Blvd Corridor Bicycle Imp, Phase 1
78 I-580 Oakland 14th to Ardley Noise Barriers
79 Alameda Co - Central Unincorporated Pavement Rehab
80 Oakland Coliseum TOD
81 Pleasanton - Foothill/I-580 IC Bike/Ped Facilities
82 Treasure Island Ferry Service
83 I-580 WB Auxiliary Lane, First to Isabel
84 Shoreline Dr, Westline Dr and Broadway Bike Lanes
85 Berkeley Bike/Ped Overcrossing Site Access Imps
86 Lake Merritt Improvement Project
87 Newark - Cedar Blvd and Jarvis Ave Pavement Rehab
88 Dublin Citywide Street Resurfacing
89 Oakland 19th Street Uptown Bike Station
90 Walnut Argonaut Lane Reduction & Roundabout
91 BART Station Electronic Bike Lockers, Ph. 2
92 I-580 Landscaping in the City of San Leandro
93 WETA: Facilities Rehabilitation

Road Projects
Transit Projects

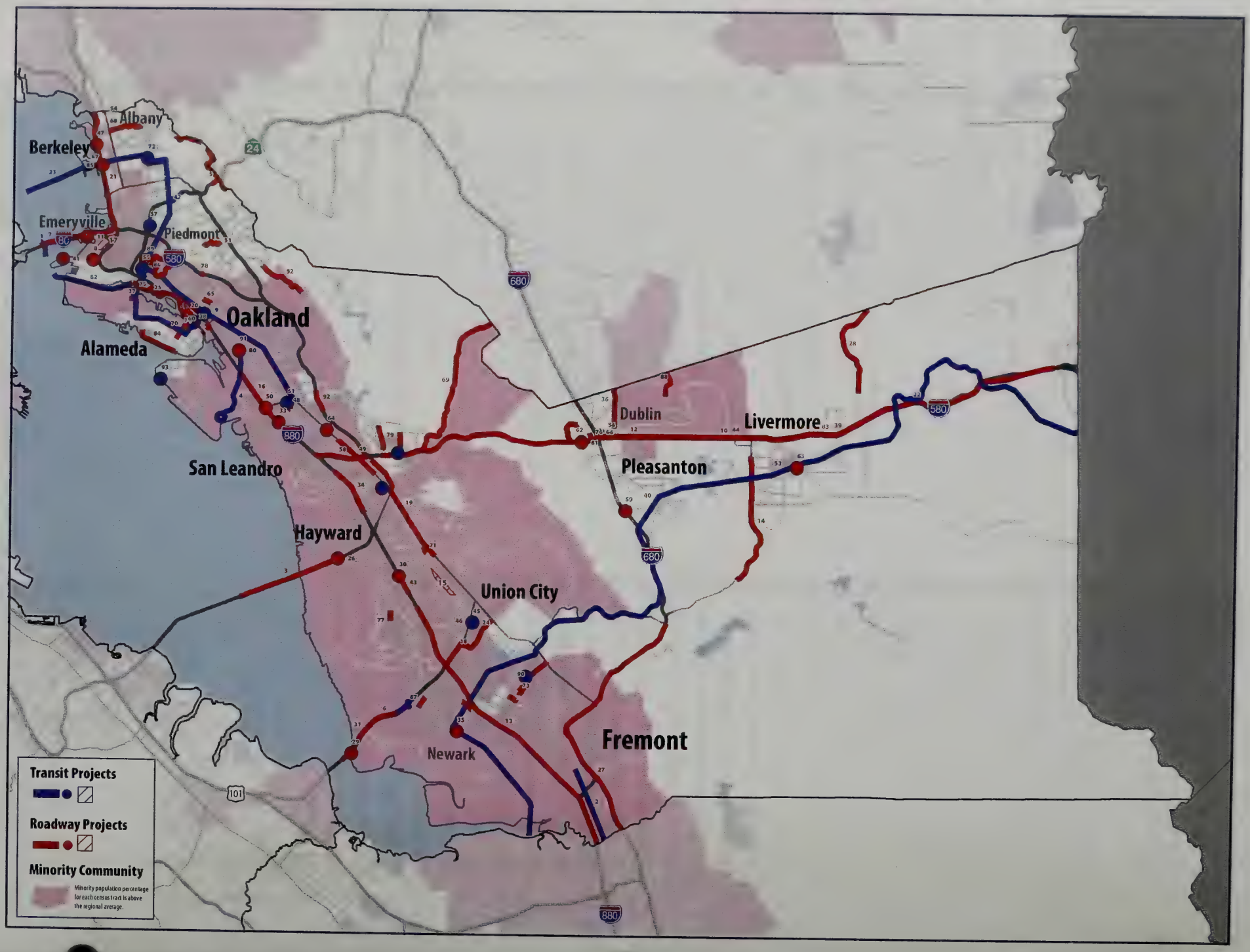
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Alame[illegible]ounty: Overlay of 2013 TIP Mapped Projects over Comm[illegible]ies of Concern



Alameda County: Overlay of 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Contra Costa County TIP Projects

1 Toll Bridge Rehabilitation Program
2 E-BART - East Contra Costa Rail Extension
3 I-680 / SR 4 I/C Reconstruction - Phases 1-5
4 SR 24 - Caldecott Tunnel 4th Bore
5 SR 4 East Widening from Somersville to SR 160
6 Reconstruct I-80/San Pablo Dam Rd Interchange
7 I-680 Direct Access Ramps
8 I-680 SB HOV Lane Gap Closure
9 I-80 Integrated Corridor Mobility Project
10 SR4 /SR160 Interchange and Connectors
11 Toll Bridge Maintenance
12 I-680 NB HOV Lane Extension
13 Construct Phase 2 of Hercules Intermodal Station
14 SR4: Balfour Road Interchange
15 Richmond Ferry Service
16 I-680 Auxiliary Lanes
17 Dougherty Road Widening
18 Contra Costa County Vasco Road Safety Improvements
19 James Donlon Extension (Buchanan Rd Bypass)
20 SR4/Willow Pass Interchange Improvements
21 SR 242 / Clayton Road Interchange Improvements
22 Richmond BART Parking Structure
23 Double rail track btw Oakley & Port Chicago
24 SR4 Bypass: Sand Creek Interchange
25 I-80/Central Avenue Interchange Modification
26 SR4/Willow Avenue Ramps
27 Martinez Intermodal Station Parking Expansion
28 North Richmond Truck Route Extension
29 Dougherty Road widening
30 Richmond Prkwy Transit Center Parking
31 Lone Tree Way Undercrossing
32 Hercules Intercity Rail Station - Phase 1
33 eBART Railroad Avenue Station
34 SR4 Bypass: Laurel Rd to Sand Creek
35 Pacheco Blvd Widening and Realignment
36 Lone Tree Way Widening
37 Antioch - Wilbur Ave Bridge Widening
38 California Avenue Widening
39 Brentwood Blvd North Widening - Phases II & III
40 Pleasant Hill - Buskirk Avenue Widening
41 Somersville Road Widening
42 Kirker Pass Road NB Truck Climbing Lanes
43 Byron Hwy Extension

Road Projects
Transit Projects

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44 Martinez - Court Street Overcrossing, Phase 1
45 Walnut Creek BART TOD Access Improvements
46 Bailey Road-State Route 4 Interchange
47 Refugio Bridge - Bike, Ped & Vehicle Connectivity
48 I-680/Marina Vista I/C Improvements
49 Commerce Avenue Extension
50 Del Norte Area TOD Bike/Ped/Transit Access Imps
51 Richmond Transit Village: Nevin Imps 19th-27th
52 John Muir Parkway Extension: Ph. II
53 SR4/Brentwood Boulevard Widening - North (Phase I)
54 Crow Canyon/Camino Tassajara Intersection Imps.
55 Mokelumne Trail Bike/Ped Overcrossing
56 Hercules New Town Center Complete Street
57 John Muir Parkway Extension (Phase I)
58 Pittsburg-Antioch Highway Widening
59 Various Streets Resurfacing and Bikeway Facilities
60 Central Blvd Widening (Phase II)
61 SR4 (Brentwood Boulevard) Widening (South)
62 Byron Highway - Vasco Road Connection
63 San Pablo Avenue Streetscape
64 Diablo Road Imps. - Green Valley to Avenida Neuva
65 Martinez - Marina Vista Streetscape
66 Carquinez Scenic Drive, SF Bay Trail Segment
67 Concord Blvd Pavement Rehabilitation
68 Concord Clayton Road/Treat Blvd Intersection Imps.
69 Crow Canyon Safety Improvements
70 Richmond Transit Village: Nevin Imps BART-19th
71 Antioch Various Streets Pavement Rehab
72 Montalvin Manor Ped & Transit Access Imps.
73 Lafayette Downtown Bike/Ped Imp & Streetscape
74 Bailey Road Transit Access Improvements
75 Walnut Creek Various Arterials & Collectors Rehab
76 Pacheco Transit Hub

Contra Costa County TIP Projects (*Continued*)

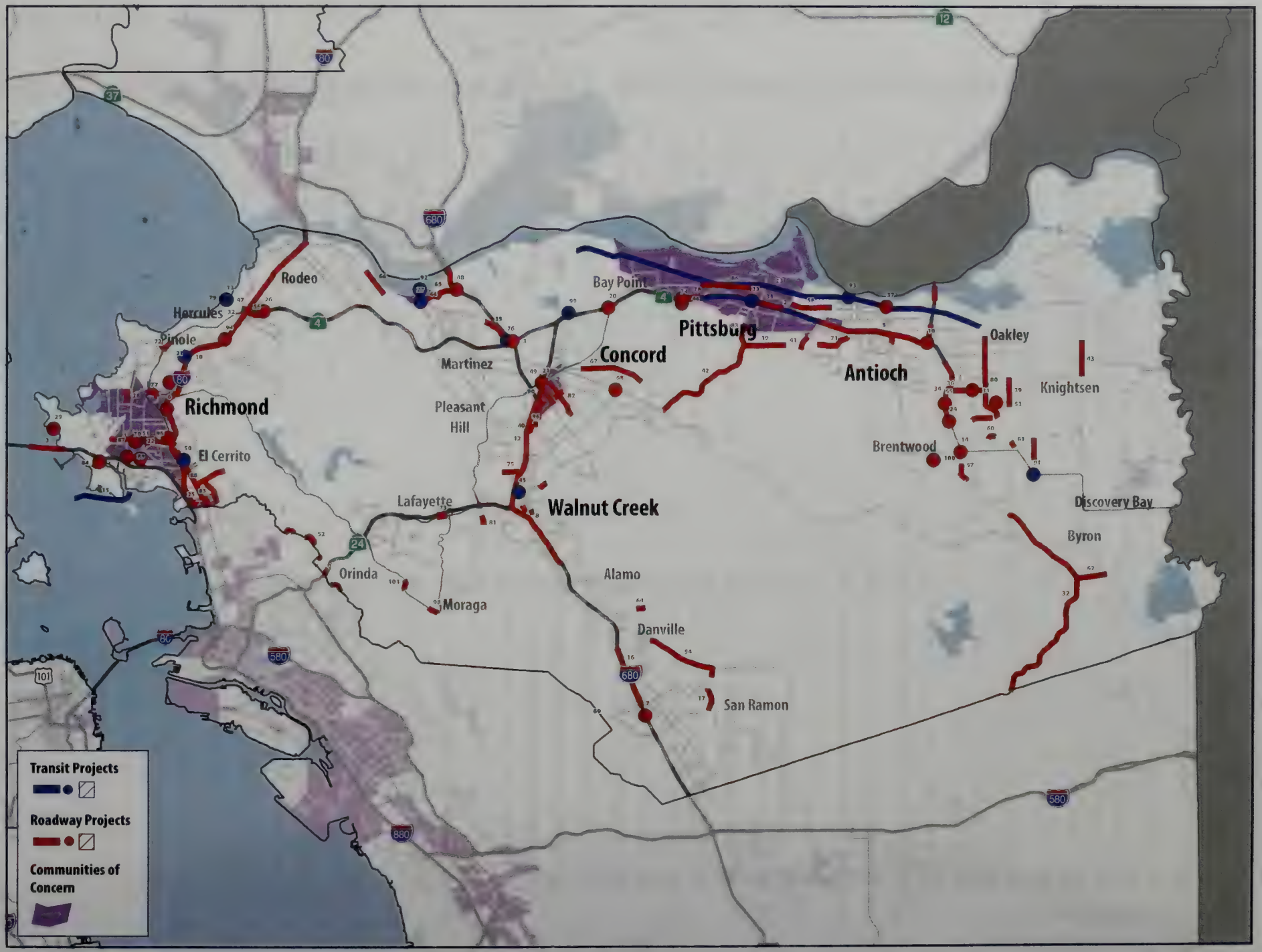
77 El Portal Drive Rehabilitation / Gateway Phases II
78 Canal Road Bicycle and Pedestrian Facilites
79 Hercules Intermodal Station Improvements
80 Brentwood 2012 Pavement Management Program
81 Lafayette - Pleasant Hill Road South Bike/Ped Imps.
82 Monument Corridor Pedestrian and Bikeway Network I
83 Pittsburg Railroad Avenue Pavement Rehab
84 Dornan Drive/Garrard Blvd Tunnel Rehabilitation
85 El Cerito Central Ave & Liberty St Streetscape Imps.
86 Pittsburg N. Parkside Dr. Bike Lanes and Sidewalks
87 Richmond Transit Village Transit & Ped Imps.
88 Moeser & Ashbury Ped/Bike Corridor Improvements
89 SR2S - Nystrom, Coronado, Highland, Wilson & Wash.
90 Concord Monument Corridor Shared Use Trail
91 Tri Delta Transit Park and Ride Lots
92 Martinez Ferry Service
93 Antioch Ferry Service
94 Widen Pinole Valley Road ramps at I-80
95 Richmond Barrett Avenue Bicycle Lanes
96 Lisa Lane Sidewalk Project
97 Dublin Citywide Street Resurfacing
98 Moraga Way Streetscape
99 CCCTA: Maintenance Facility Rehabilitation
100 Brentwood Area Schools Bike/Ped Access Imps.
101 Moraga Way Pedestrian Pathway

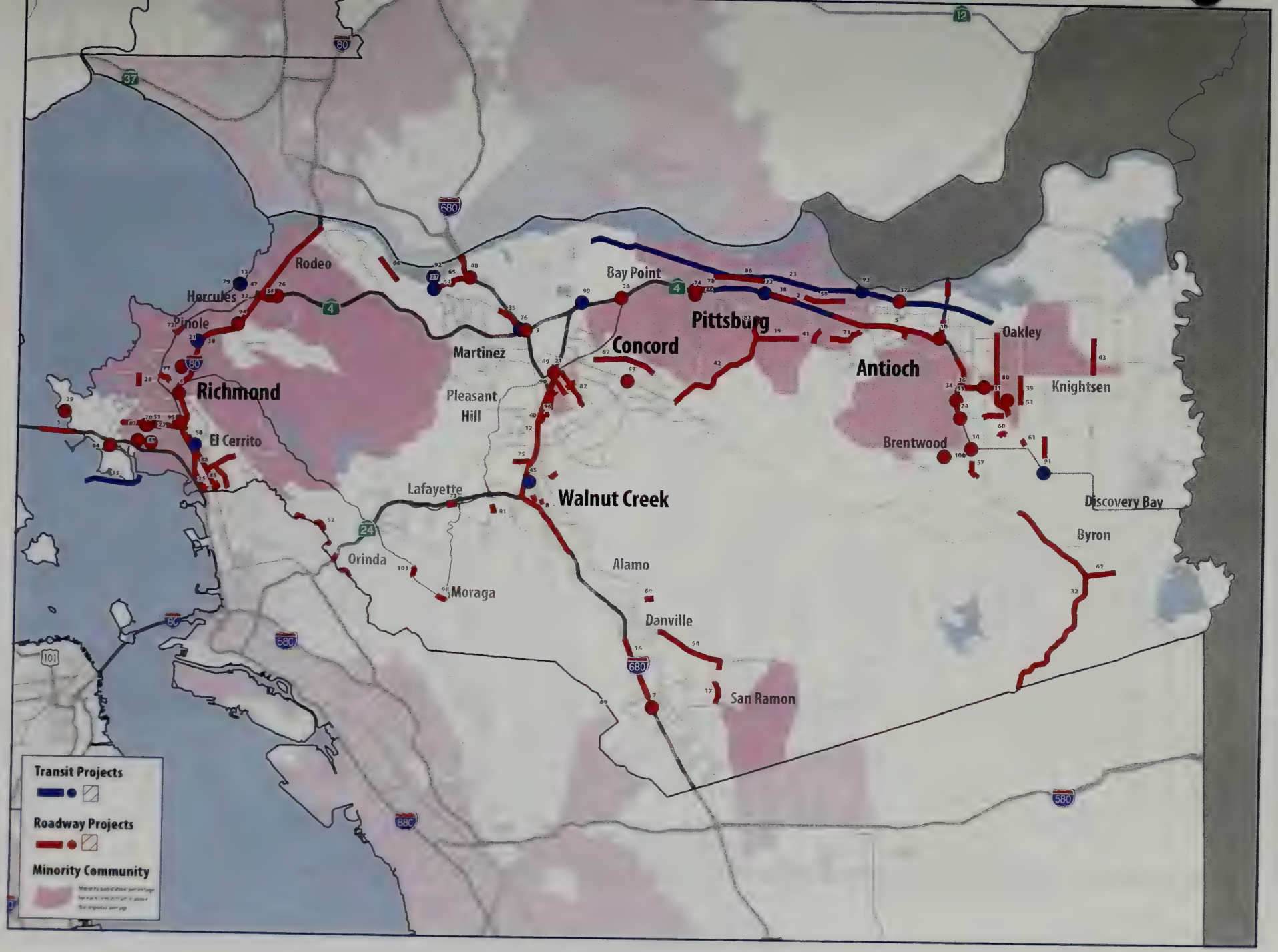
Road Projects
Transit Projects

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Contra Costa County: Overlay of 2013 TIP Mapped Projects over Communities of Concern




Rodeo
Hercules
Pinole
Richmond
El Cerrito
Martinez
Pleasant Hill
Bay Point
Concord
Pittsburg
Antioch
Oakley
Knightsen
Brentwood
Discovery Bay
Byron
Walnut Creek
Lafayette
Orinda
Moraga
Alamo
Danville
San Ramon
Transit Projects
Roadway Projects
Minority Community

Marin County TIP Projects

1. Toll Bridge Rehabilitation Program
2. Sonoma Marin Area Rail Corridor
3. US 101 Marin/Sonoma Narrows (Sonoma)
4. US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)
5. US 101 / Greenbrae Interchange Corridor Impts.
6. Golden Gate Nat'l Rec. Area Road Rehab
7. Ferry channel & berth dredging
8. Central Marin Ferry Access Improvements
9. Novato Boulevard Widening, Diablo to Grant
10. Mill Valley - Miller Avenue Rehabilitation
11. San Anselmo - Center Blvd Bridge Replace (27C0079)
12. Marin Parklands Visitor Access, Phase 2
13. Larkspur Ferry Terminal Parking Garage
14. Highway 101 Landscaping for Gap Closure Project
15. Stinson Beach Access Road
16. Marin county: Bus Stop Improvements
17. Larkspur Ferry Terminal Parking Improvements
18. San Rafael: Sidewalk along East Francisco Blvd
19. San Rafael Citywide Street Resurfacing
20. Mountain View Rd Bridge Replacement - 27C0154
21. Novato Boulevard Resurfacing
22. Muir Woods Road MP 0.49 Slide Repair
23. Tennessee Valley Bridge
24. Marin Bike/Ped Facility North of Atherton Ave.
25. US 101 - Golden Gate Botanical Area Revegetation
26. Sir Francis Drake Blvd. MP 20.70 Slide Repair
27. Sir Francis Drake Boulevard Westbound Bike Lane
28. Venetia Valley School SR2S Pedestrian Access Imps.
29. Mill Valley - Sycamore Ave Pedistrian Facilities
30. Miller Creek Road Bike Lanes and Ped Improvements
31. San Rafael Transit Center Improvements
32. Mill Valley - Edgwood Avenue Resurfacing
33. Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps.

Road Projects

Transit Projects

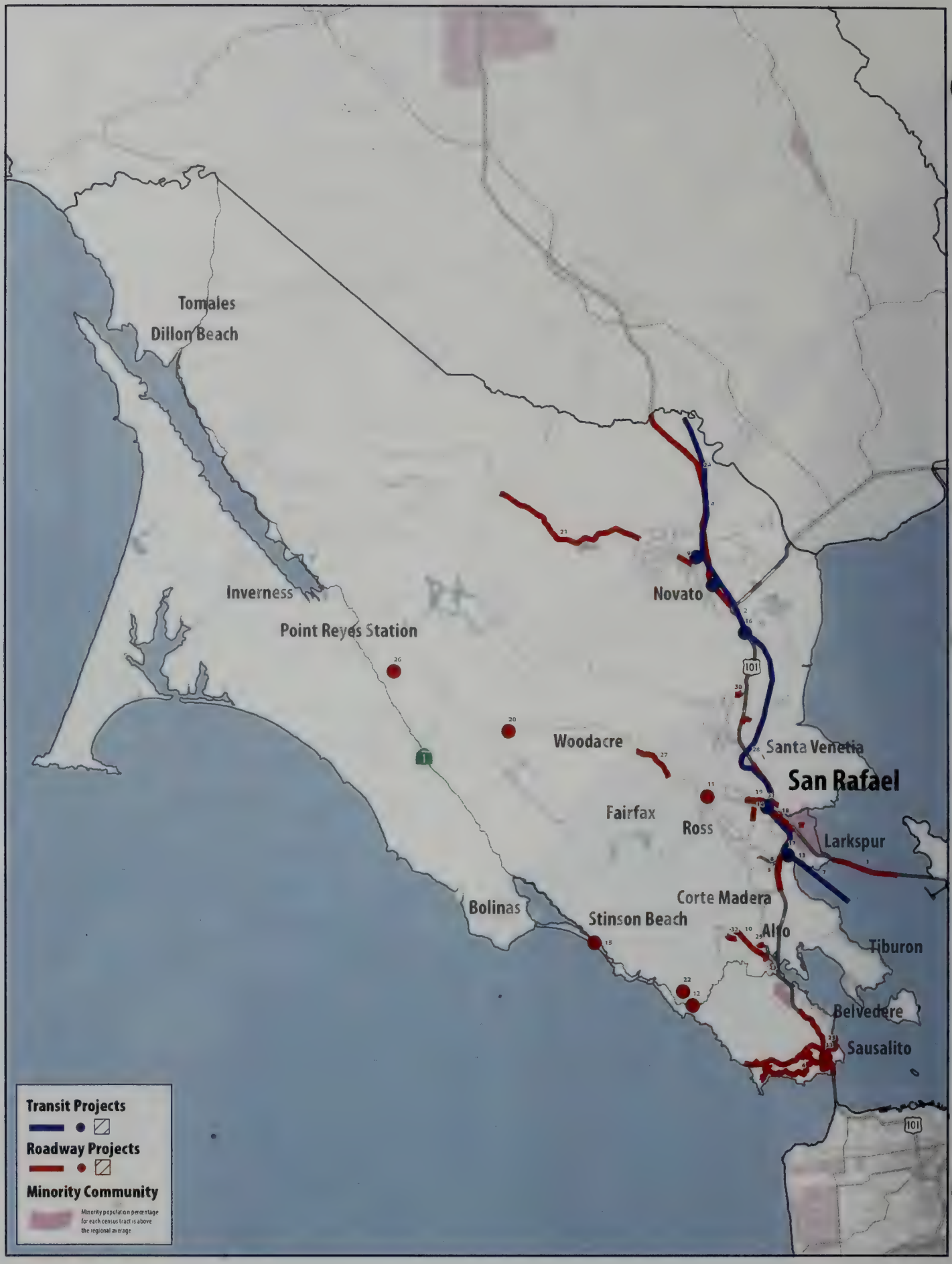
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Marin County: Overlay of 2013 TIP Mapped Projects over Communities of Concern



Marin County: Overlay of 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Napa County TIP Projects

1. SR 12 (Jamieson Canyon Road) Widening
2. Cordelia Hills Sky Valley
3. Silverado Trail Phase G and H Rehab
4. Design of SR 12/29 /Airport Blvd Grade Separation
5. Ulatis Creek Bike Path - Ulatis to Leisure Town
6. Napa County: Silverado Trail Paving
7. Napa City - Linda Vista Pavement Overlay
8. Napa (City): 2011 Cape Seal Pavement Rehab
9. Napa City North/South Bike Connection
10. American Canyon Napa Junction Elementary Ped Imps.
11. American Canyon - Napa Square Pavement Rehab.
12. American Canyon: Theresa Ave Sidewalk Imp Phase 3
13. Napa:Lincoln Ave Bike Lane - Jefferson to Railroad
14. Yountville - Napa County Bicycle Path Extension

Road Projects

Transit Projects

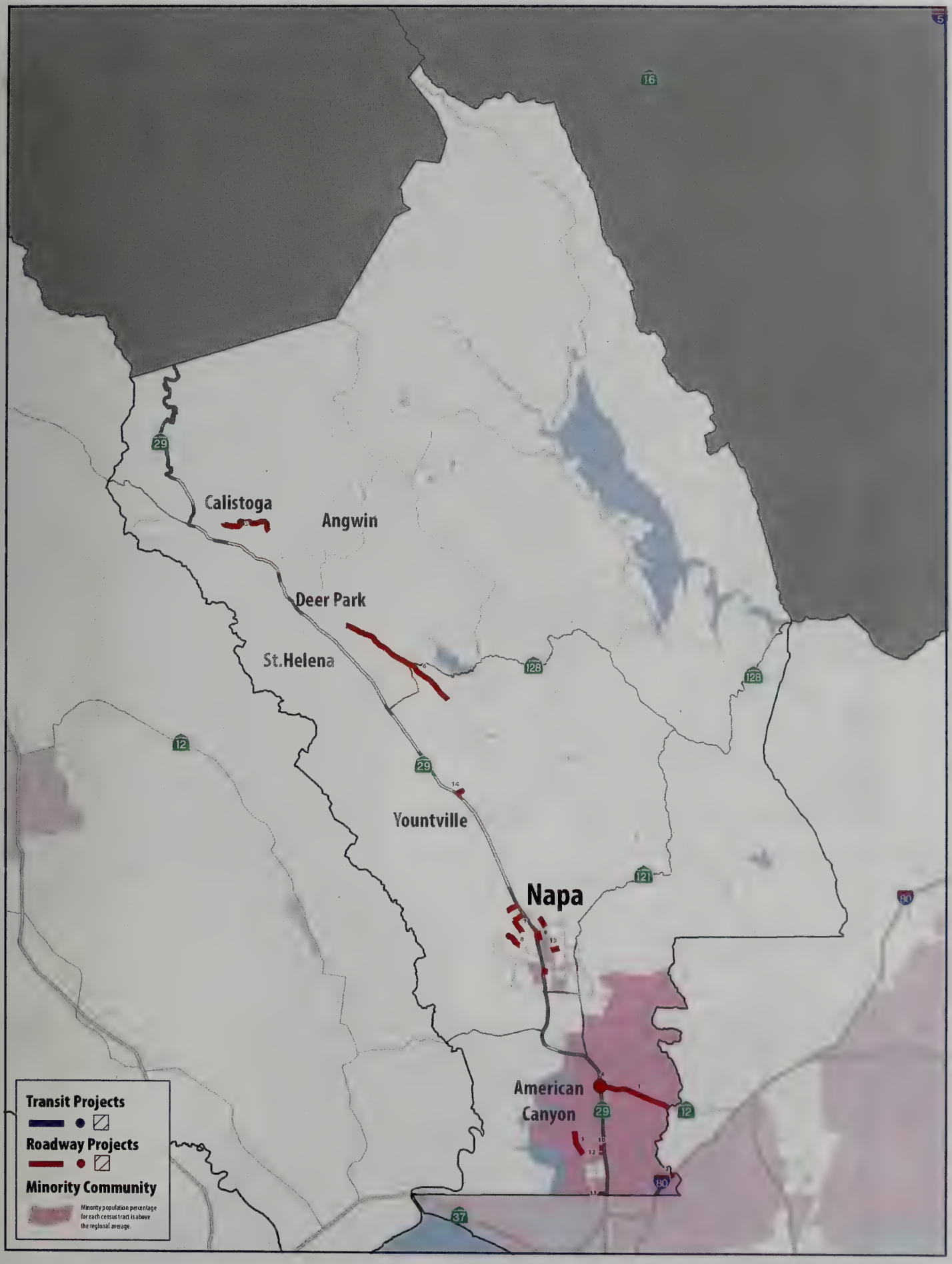
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Napa County: Overlay of 2013 TIP Mapped Projects over Communities of Concern



Napa County: Overlay of 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



San Francisco County TIP Projects

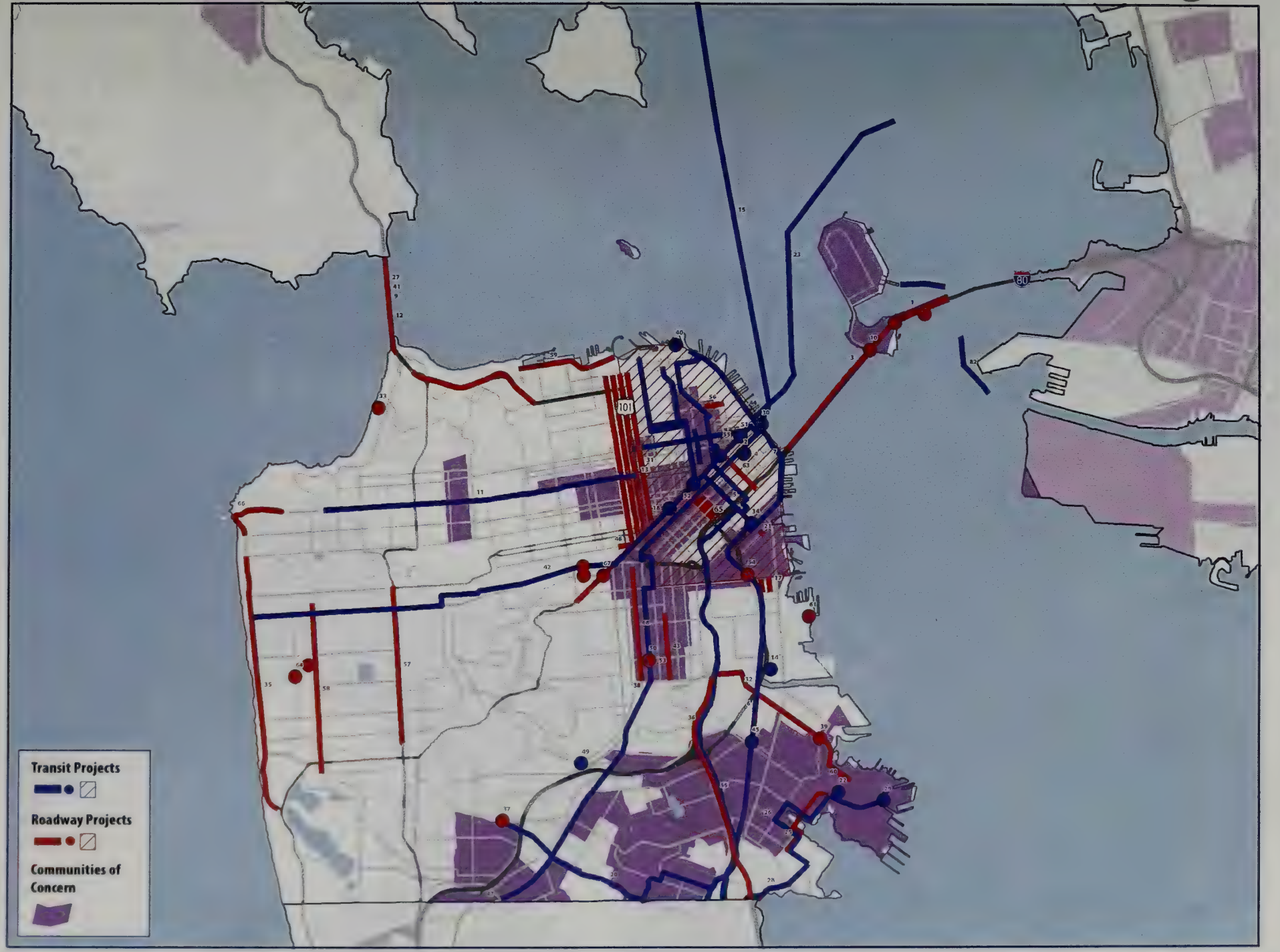
1 San Francisco-Oakland Bay Bridge
2 Transbay Terminal/Caltrain Downtown Ext: Ph. 2
3 US 101 Doyle Drive Replacement
4 Transbay Term/Caltrain Downtown Ext.- Ph.1
5 SF Muni Third St LRT Phase 2 - New Central Subway
6 Caltrain Electrification
7 Toll Bridge Rehabilitation Program
8 BART Transbay Tube Seismic Retrofit
9 Golden Gate Bridge Seismic Retrofit, Ph: 1-3A
10 Yerba Buena Island (YBI) Ramp Improvements
11 Geary Bus Rapid Transit
12 Golden Gate Bridge Seismic Retrofit, Phase 3B
13 Van Ness Avenue Bus Rapid Transit
14 Islais Creek Motor Coach Facility
15 Cable Car Traction Power & Guideway Rehab
16 Ferry Service - Berkeley/Albany
17 Mission Bay/UCSF Multi-Modal Transportation Imps.
18 SFGO-Corridor Management
19 Golden Gate Nat'l Rec. Area Road Rehab
20 Geneva-Harney BRT to Hunters Point - Geneva Portio
21 4th St Bridge Seismic Retrofit & Rehab
22 Extended Trolleybus Service into Hunters Point
23 Toll Bridge Maintenance
24 Richmond Ferry Service
25 Bayview Transportation Improvements
26 Geneva-Harney BRT to Hunters Point - Geneva Extn
27 Golden Gate Bridge - Moveable Median Barrier
28 Harney Way Roadway Widening
29 Transit Center in Hunters Point
30 San Francisco Downtown Ferry Terminal
31 Citywide:San Francisco Street Improvements
32 Caltrain: Systemwide Security
33 Golden Gate Nat'l Rec. Area Non-Motorized Access
34 Caltrain South Terminal Phase II and III
35 Great Highway Restoration
36 SFMTA: 8X Customer First Program
37 Phelan Loop Pedestrian and Street Beautification
38 SFMTA: Mission Customer First Program
39 HOPE SF Street Grid Phase 1
40 Fishermans Wharf Ferry Terminal Improvements
41 Golden Gate Bridge - Suicide Deterrent System
42 SFMTA: N-Judah Customer First Program
43 San Francisco - Folsom Streetscape and Rehab

Road Projects
Transit Projects

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44 Embarcadero Corridor Transportation Improvements
45 Oakdale Caltrain Station
46 San Francisco Market & Haight St.Transit/Ped Imps.
47 SR 82 - El Camino Real Grand Boulevard Initiative
48 Regional Real-Time Transit Information at BART
49 Glen Park Intermodal Facility
50 24th Street/Mission BART Plaza Pedestrian Imps.
51 BART/MUNI Direct Connection Platform
52 South of Market Alleyways Improvements, Phase 2
53 BART 24th Street Train Control Upgrade Project
54 HOV Ramps: I-280/6th St Ramps-Project Development
55 HOV Lanes on US 101 in SF - Project Development
56 San Francisco - Broadway Streetscape and Rehab
57 SR 1 - 19th Avenue Median Improvements
58 Sunset Boulevard Ped Safety and Education
59 San Francisco - Marina Green Bicycle Trail Imps.
60 San Francisco - Arelious Walker Stairway Imps.
61 Pier 70 Shoreline Open Space Improvements
62 Treasure Island Ferry Service
63 Second St Phase 1 - SFgo Signal Rehab and Upgrade
64 Sunset and AP Giannini SR2S Improvements
65 San Francisco Parking Pricing and Regulation Study
66 San Francisco Point Lobos Streetscape
67 Church and Duboce Bike/Ped Enhancements
68 San Francisco Bicycle Parking


Transit Projects
Roadway Projects
Communities of Concern
101
80

San Francisco County: Overlay of 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



San Mateo County TIP Projects

1 Caltrain Electrification
2 Toll Bridge Rehabilitation Program
3 SR 1 Devils Slide Bypass
4 Dumbarton Rail Service (PE and ROW only)
5 US 101 Auxiliary Lanes - 3rd to Millbrae
6 US 101 Auxiliary Lanes - Marsh Road to SCL County
7 US 101 / Broadway Interchange Improvement
8 Geneva-Harney BRT to Hunters Point - Geneva Portio
9 SR 1 - Fassler to West Port Drive Widening
10 US 101 / Woodside Interchange Improvement
11 Toll Bridge Maintenance
12 Bayview Transportation Improvements
13 San Mateo Bridges Replacement
14 US 101 / Willow Road Interchange Reconstruction
15 Improve Rte 92 from SM Bridge to I-280
16 Geneva-Harney BRT to Hunters Point - Geneva Extn
17 Dumbarton Bridge Seismic Retrofit
18 Harney Way Roadway Widening
19 Construct WB lane on Rte 92
20 I-280/Route 1 Interchange Safety Improvements
21 Caltrain: Systemwide Security
22 Utah Avenue (Produce Avenue) Overcrossing
23 WETA: Redwood City Ferry Service
24 US 101/Candlestick Interchange
25 SR1 San Pedro Creek Bridge Replacement
26 US 101 Millbrae Ave Bike/Ped Bridge
27 Bay Rd Improvement Phase II & III
28 SR92/El Camino Real (SR82) Ramp Modifications
29 Route 1 improvements in Half Moon Bay
30 US101/Holly Interchange Modification
31 SR 92 Shoulder Widening & Curve Correction
32 Blomquist Street Extension
33 Reconfiguration of San Carlos Transit Center
34 SR 82 - El Camino Real Grand Boulevard Initiative
35 SR 82 Daly City-Mission St. Pedestrian Imps.- Ph I
36 Woodside Road Widening - El Camino to Broadway
37 State Route 92/Chess Drive - Ramp Widening Project
38 US 101 University Ave Overpass Bike/Ped Facility
39 HOV Lanes on US 101 in SF - Project Development
40 Daly City BART Station Improvements
41 Resurfacing of Pescadero Creek Road
42 Delaware Street Bike Lane and Streetscape
43 CSRT South of Dam Conversion

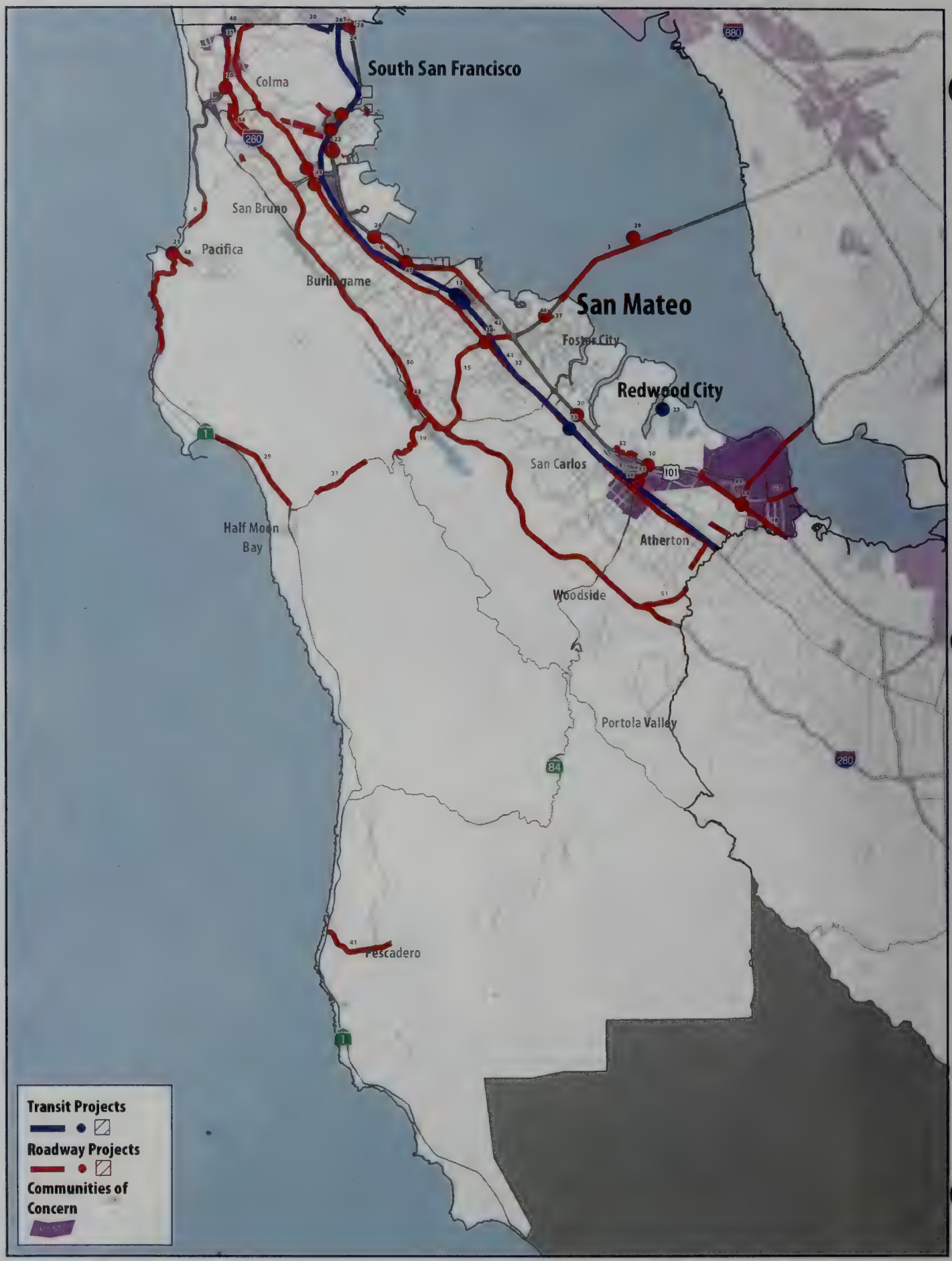
Road Projects
Transit Projects

NOTE:

- 58% of the 2013 TIP projects are mapped
- Some projects in the 2013 TIP have no funds in the six-year TIP period.
- All the maps are available at: www.mtc.ca.gov/funding/tip/2013/maps

44 El Camino Real Phase I Improvement
45 San Bruno Street Medians and Grand Blvd Improv.
46 Foster City - Triton Drive Widening
47 Highway 1 Bicycle/Pedestrian Trail
48 FY 2014-15 Linda Mar Boulevard Pavement Rehab
49 Dumbarton Bridge to US101 Connection Study
50 I-280 Wildlife Connectivity Research
51 Menlo Park 2010/11 Resurfacing of Federal Aid Rtes
52 Bair Island Bay Trail Improvements
53 Middlefield Rd and Woodside Rd Intersection Improv.
54 South San Francisco: Regional Gap Closure Project

San Mateo County: Overlay of 2013 TIP Mapped Projects over Communities of Concern



San Mateo County: Overlay of 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Santa Clara County TIP Projects

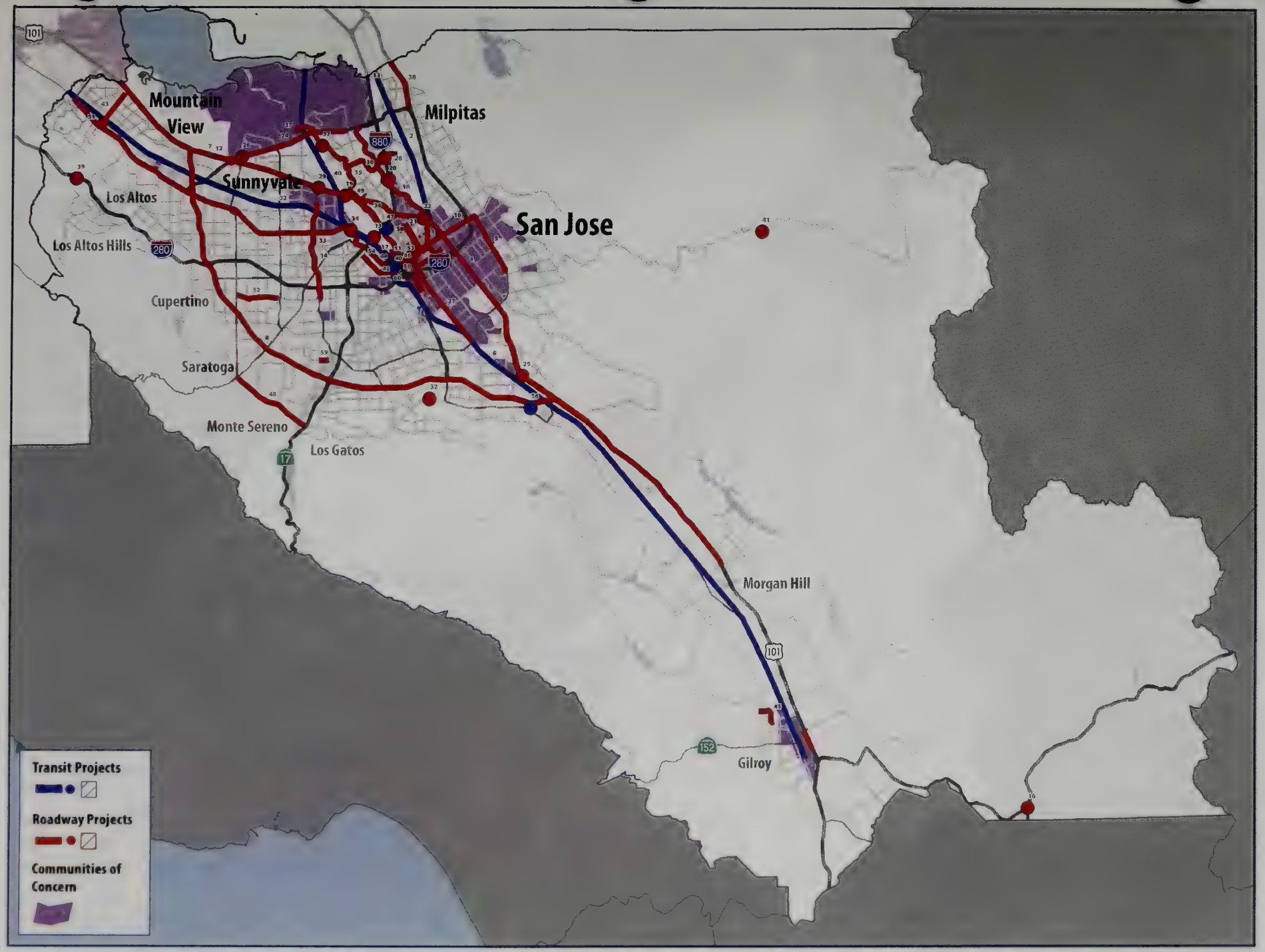
1 BART - Berryessa to San Jose Extension
2 BART - Warm Springs to Berryessa Extension
3 Caltrain Electrification
4 Santa Clara County - US 101 Express Lanes
5 Capitol Expressway LRT Extension- Phase II
6 El Camino Real Bus Rapid Transit
7 SF- Better Market Street Transportation Elements
8 SR 85 Express Lanes
9 I-880/SR 262 I/C and HOV lanes
10 Santa Clara/Alum Rock Transit Improvement/BRT
11 US 101 Auxiliary Lanes - Marsh Road to SCL County
12 SR 237 Express Lanes : Mathilda Avenue to SR 85
13 I-880 Coleman Avenue I/C Reconfiguration.
14 San Tomas Expressway Widening
15 San Tomas Expressway Widening
16 SR-152/SR-156 Interchange Improvements
17 San Jose - Autumn Street Extension
18 Coyote Creek Trail
19 US 101 SB Trimble Road/De La Cruz Boulevard/Centra
20 San Jose Charcot Avenue Extension Over I-880
21 Downtown San Jose Couplet Conversions
22 US 101 / Mabury New Interchange
23 Caltrain: Systemwide Security
24 SR 237 Express Lanes: Zanker Rd to Mathilda Ave
25 US 101 / Blossom Hill I/C Reconst & Road Widening
26 SR 237/US 101/Mathilda Interchange Modifications
27 San Jose: Road Rehab and Ped. Facilities
28 I-880/Montague Expressway interchange Improvements
29 US 101/Montague Expressway Interchange
30 Montague Expwy Widening - Lick Mill-Trade Zone
31 ACE Track Improvements.
32 Almaden Expressway Pedestrian Bridge
33 San Tomas Expressway Box Culvert Rehabilitation
34 Santa Clara Grade-Separated Pedestrian Crossing
35 Lower Guadalupe River Trail
36 SR 87 Guadalupe Freeway Corridor Landscaping
37 Bay Trail Reach 9 & 9B
38 I-680 Sunol Grade SouthBound HOV Lanes - SCL Final
39 Page Mill Road/I-280 Interchange Reconfiguration
40 Silicon Valley TIMC
41 Isabel Bridge Replacement (37C0089)
42 San Jose: Los Gatos Creek Reach 5 Bridge Crossings
43 Oregon-Page Mill Expwy Improvements

Road Projects
Transit Projects

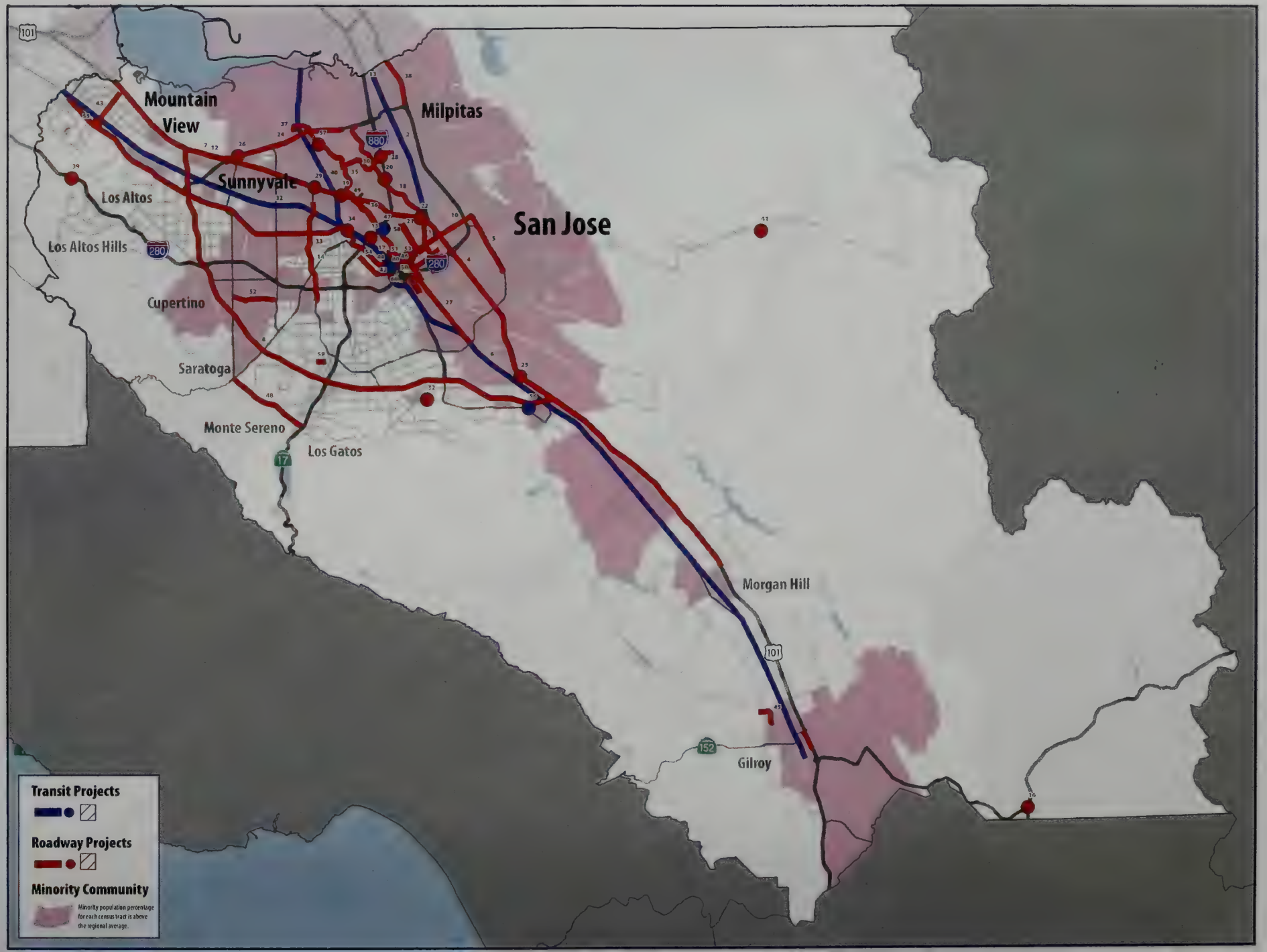
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- All the maps are available at: www.mtc.ca.gov/funding/tip/2013/maps

44 San Jose: Alameda - A Plan for The Beautiful Way
45 Gilroy New Ronan Channel and Lions Creek Trail
46 San Jose - San Carlos Multimodal Phase 2
47 VTA: LRV Maintenance Shop Hoist
48 Highway 9 Safety Improvements
49 US 101 / SR 87-Trimble Road Landscaping
50 South Terminal Wayside Power
51 St. John Street Multi-Modal Improvements - Phase 1
52 Innovative Bicycle Detection System
53 San Fernando Street Enhanced Bikeway & Ped Access
54 Park Avenue Multi-Modal Improvements
55 Palo Alto California Avenue Transit Hub
56 VTA: Update Santa Teresa Interlock Signal House
57 Lower Guadalupe River Trail-Tasman Drive Underpass
58 VTA: LRV Body Shop Dust Separation Wall
59 Hacienda Ave Streetscape and Bicycle Imps.
60 VTA: Diridon Tunnel Radio Replacement


Mountain View
Milpitas
Sunnyvale
Los Altos
San Jose
Los Altos Hills
Cupertino
Saratoga
Monte Sereno
Los Gatos
Morgan Hill
Gilroy
101
880
280
17
152
Transit Projects
Roadway Projects
Communities of Concern

Santa Clara County: Overlay of 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Solano County TIP Projects

1. I-80/I-680/SR 12 Interchange Project
2. Toll Bridge Rehabilitation Program
3. I-80 Express Lanes (Vacaville)
4. SR 12 (Jamieson Canyon Road) Widening
5. EB I-80 Cordelia Truck Scales Relocation Project
6. Vallejo Ferry Terminal (Intermodal Station)
7. Toll Bridge Maintenance
8. Fairfield/Vacaville Intermodal Rail Station
9. North Bay Operations and Maintenance Facility
10. Jepson: Vanden Road from Peabody to Leisure Town
11. Jepson: Leisure Town Road from Vanden to Elmira
12. I-80 HOV conversion to Express Lanes (Fairfield)
13. Jepson: Walters Rd Ext - Peabody Rd Widening
14. Vacaville Intermodal Station - Phase 2
15. Jepson: Leisure Town Road from Elmira to Orange
16. Vallejo Curtola Transit Center
17. Fairfield Transportation Center - Phase 3
18. Dixon West B. St Bike/Pedestrian Undercrossing
19. Vallejo: Downtown Streetscape
20. I-80 / American Canyon Rd overpass Improvements
21. I-80 Alamo Creek On-Ramp and Bridge Widening
22. Suisun Valley Rd Bridge Replacement 23C0077
23. Military/Southampton & Military/First Intermodal
24. Cordelia Hills Sky Valley
25. Vallejo Downtown Streetscape - Phase 3
26. Travis AFB: South Gate Improvement Project
27. I-80/I-680 Aux Lanes Improvement Landscaping
28. Grizzly Island Trail - Phase 1
29. Oliver Road Park and Ride
30. Redwood-Fairgrounds Dr Interchange Imps (Study)
31. I-505/Vaca Valley Off-Ramp and Intersection Imprv.
32. SolTrans: Bus Maintenance Facility Renovation
33. Vacaville 2014 Street Preservation
34. Roadway Preservation in Solano County
35. Benicia Indust. Park Multi-Modal Transit Area Plan
36. Ulatis Creek Bike Path - Ulatis to Leisure Town
37. Vacaville-Dixon Bicycle Route (Phase 5)
38. San Pablo Bay Entrance Rehabilitation
39. Sonoma Boulevard Improvements HSIP5-04-031
40. I-80/I-680 Mitigation Landscaping

Road Projects

Transit Projects

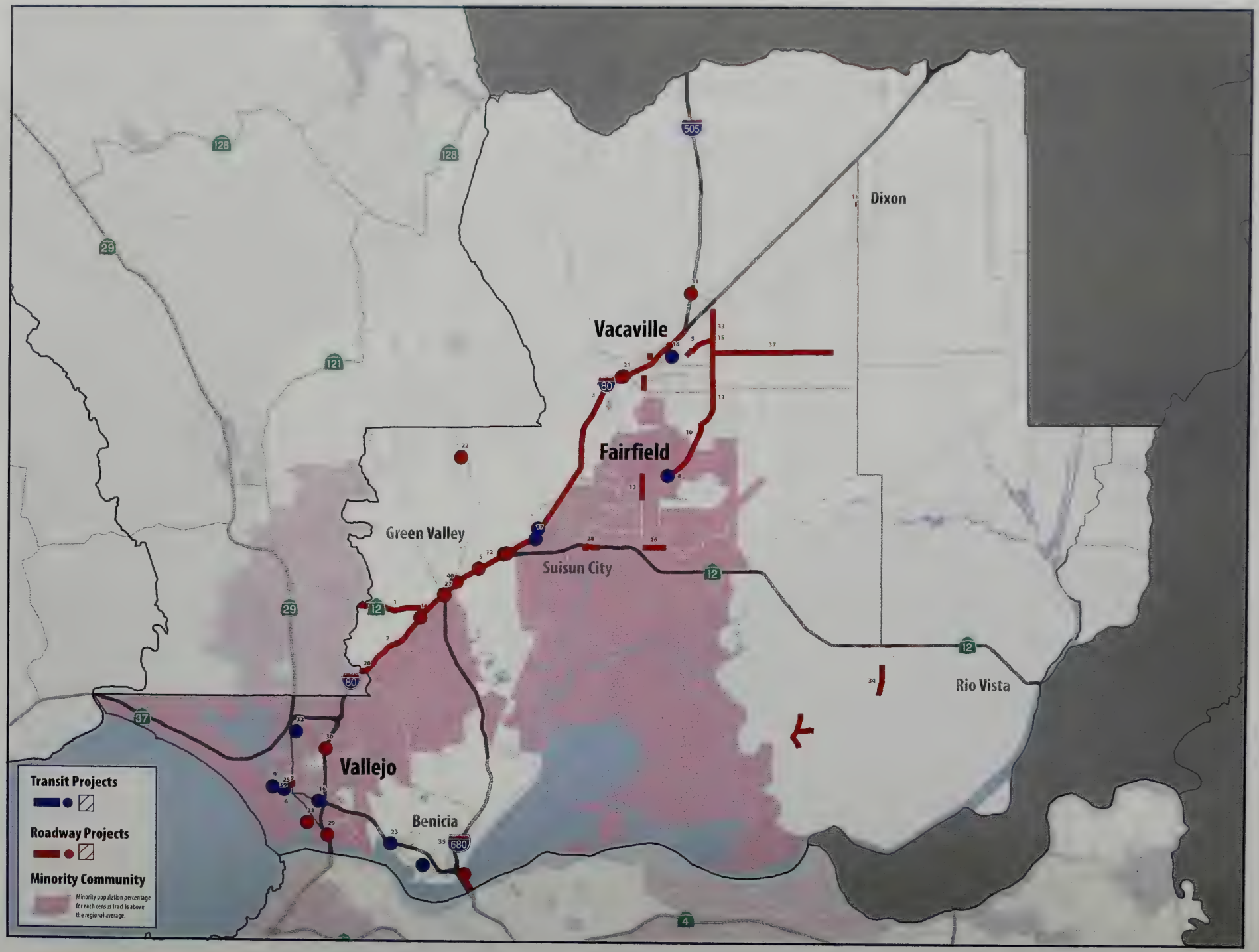
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Solano County: Overlay of 2013 TIP Mapped Projects over Communities of Concern



Solano County: Overlay of 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



Sonoma County TIP Projects

1 Sonoma Marin Area Rail Corridor
2 US 101 Marin/Sonoma Narrows (Sonoma)
3 US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)
4 Son 101 HOV - Redwood Hwy to Rohnert Park Expwy
5 Son 101 HOV - Steele Lane to Windsor (North)
6 Son 101 HOV - Rohnert Park Expwy to Santa Rosa Av
7 US 101 Airport I/C (North B)
8 Improve U.S. 101/Old Redwood Highway Interchange
9 San Pablo Bay NWR Access Road in Petaluma
10 Ferry Service to Port Sonoma
11 US 101/East Washington I/C Reconfiguration
12 HWY 101 HOV Lane 12/Steele - Follow-up College Ave
13 Replace Chalk Hill Bridge over Maacama Crk 20C0242
14 Replace Geysers Bridge over Sulpher Crk 20C0005
15 Replace Laughlin Bridge over Mark West Crk 20C0246
16 Replace Lambert Bridge over Dry Creek 20C0248
17 Son 101 HOV - Santa Rosa Bike/Ped Beautification
18 Replace West Dry Creek Bridge over Pena Ck 20C0407
19 Son 101 HOV - SR 12 to Steele & Steele Lane I/C
20 2011/12 Asphalt Overlay Program
21 City of Cotati Train Depot
22 Replace Freestone Flat Bridge over Salmon 20C0440
23 Replace Hauser Bridge over Gualala River 20C0240
24 Santa Rosa City Bus: Fast-fill CNG Fueling Station
25 Downtown Transit Mall Connectivity Improvements
26 Downtown Specific Plan Area Revitalization
27 Rehab King Ridge Bridge over Austin Crk 20C0433
28 Replace Bohan Dillon Bridge over Gualala 20C0435
29 Chanate Rd Pedestrian and Transit Improvements
30 SMART Bicycle and Pedestrian Path
31 Sonoma Mountain Parkway Rehabilitation
32 SMART Trail-Hearn Avenue to Joe Rodota Trail
33 Petaluma Transit Maintenance Facility Rehab: Ph 2
34 Petaluma Boulevard South Road Diet
35 Bodega Bay Trail Segments 1B and 1C
36 ORH at Lakewood Dr. Bike and Ped Enhancements
37 Petaluma Transit Maintenance Facility Rehab: Ph 1
38 Copeland Creek Bike Path Reconstruction
39 Central Sonoma Valley Trail
40 Marin Bike/Ped Facility North of Atherton Ave.
41 Sonoma County Transit: Bus Yard Rehab.
42 Hembree Lane Resurfacing
43 Windsor - Old Redwood Hwy Pedestrian Linkages

Road Projects
Transit Projects

NOTE:

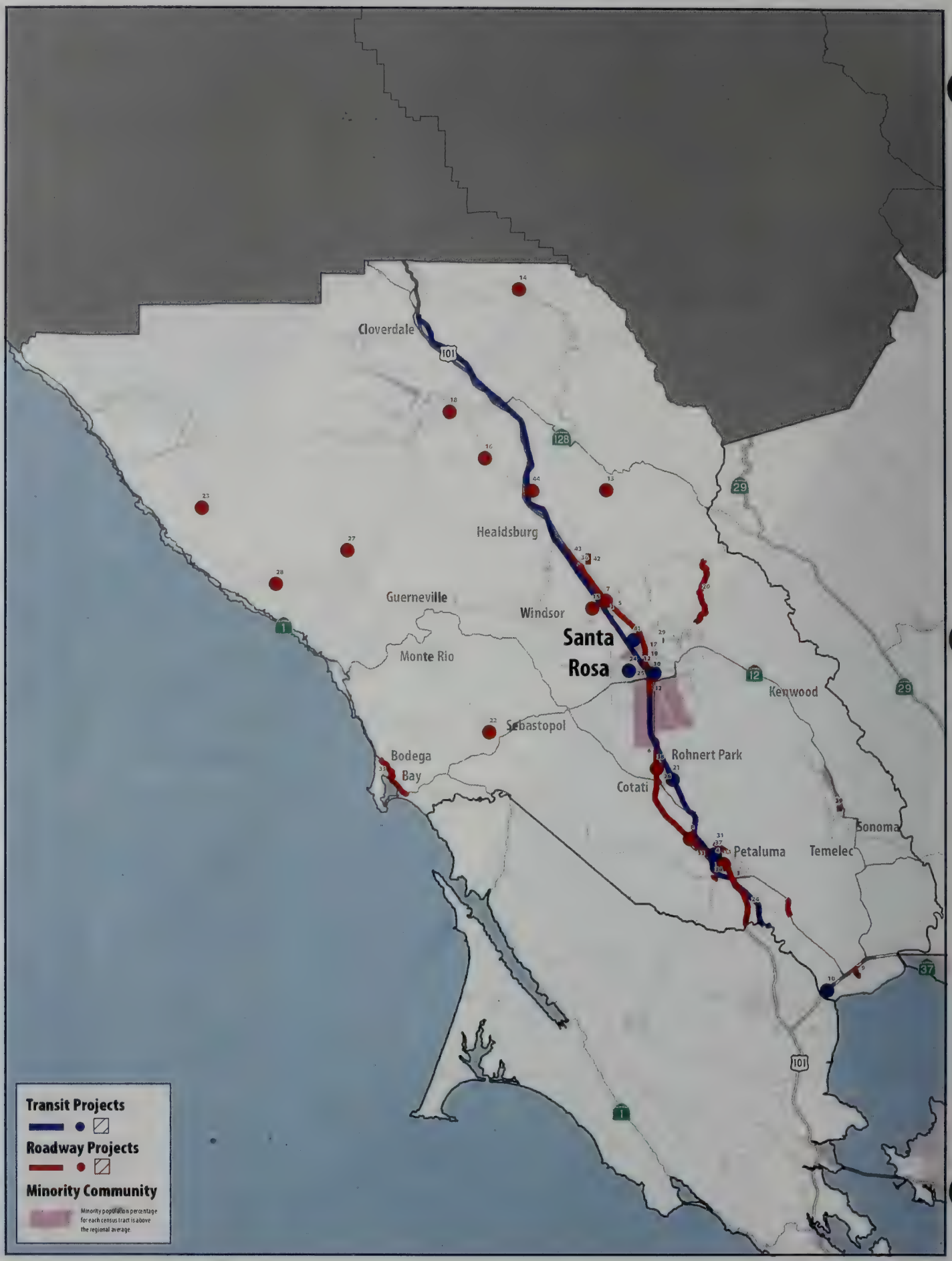
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- All the maps are available at: www.mtc.ca.gov/funding/tip/2013/maps

44 Pedestrian Safety and Access Improvements

Sonoma County: Overlay of 2013 TIP Mapped Projects over Communities of Concern



Sonoma County: Overlay of 2013 TIP Mapped Projects over Census Tracts with Above Average Minority Population



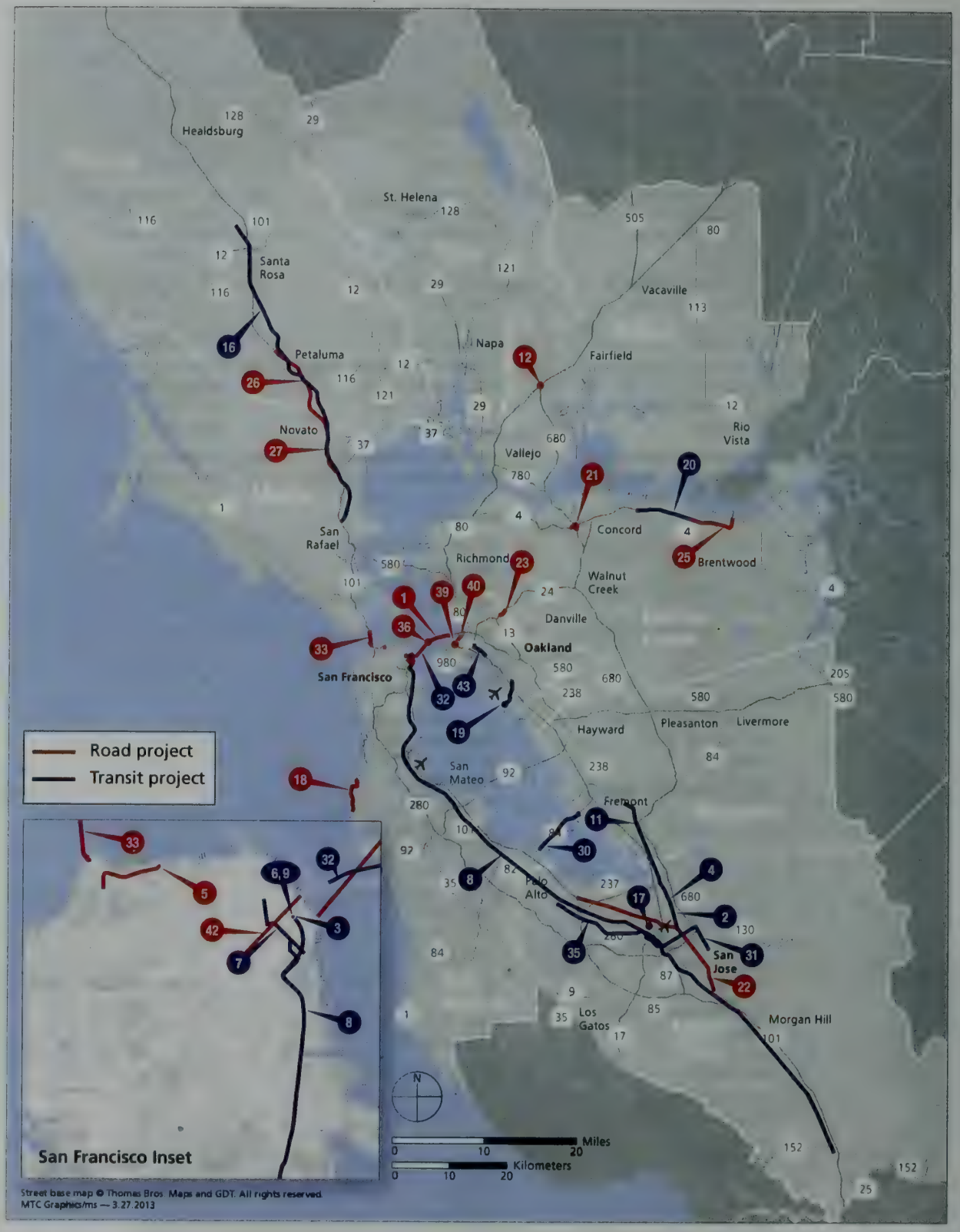
Projects in the Draft 2013 TIP Over $200 Million

BLUE Transit Project
RED Road Project

1. **San Francisco-Oakland Bay Bridge East Span Replacement**
   Alameda County
   $5.71 billion
2. **BART – Berryessa to San Jose Extension**
   Santa Clara County
   $3.96 billion
3. **Transbay Terminal/Caltrain Downtown Extension, Phase 2**
   San Francisco County
   $2.60 billion
4. **BART – Warm Springs to Berryessa Extension**
   Santa Clara County
   $2.52 billion
5. **US-101 Doyle Drive Replacement**
   San Francisco County
   $1.97 billion
6. **Transbay Terminal/Caltrain Downtown Extension, Phase 1**
   San Francisco County
   $1.59 billion
7. **SF Muni Third St LRT Phase 2 Central Subway**
   San Francisco County
   $1.57 billion
8. **Caltrain Electrification**
   Multiple Counties
   $1.23 billion
9. **Transbay Transit Center – TIFIA Loan Debt Service**
   San Francisco County
   $1.08 billion
10. **BART Railcar Replacement Program****
    Multiple Counties
    $1.03 billion
11. **BART – Warm Springs Extension**
    Alameda County
    $890 million
12. **I-80/680/12 Interchange Project**
    Solano County
    $718 million
13. **Toll Bridge Rehabilitation Program****
    Multiple Counties
    $629 million
14. **BART Car Exchange (Preventative Maintenance)****
    Multiple Counties
    $603 million
15. **Valley Transportation Authority: Preventative Maintenance****
    Santa Clara County
    $571 million
16. **Sonoma Marin Area Rail Corridor**
    Sonoma/Marin Counties
    $532 million
17. **San Jose International Airport People Mover**
    Santa Clara County
    $508 million
18. **SR-1 Devils Slide Bypass Tunnel**
    San Mateo County
    $505 million
19. **BART Oakland Airport Connector**
    Alameda County
    $484 million
20. **E-BART – East Contra Costa County Rail Extension**
    Contra Costa County
    $460 million
21. **I-680/SR-4 Interchange Reconstruction, Phases 1-5**
    Contra Costa County
    $425 million
22. **US-101 Express Lanes in Santa Clara County**
    Santa Clara County
    $425 million
23. **SR-24 – Caldecott Tunnel Fourth Bore**
    Alameda/Contra Costa Counties
    $420 million
24. **AC Transit: Preventative Maintenance Program****
    Alameda County
    $392 million
25. **SR-4 East Widening from Somersville Rd to SR-160**
    Contra Costa County
    $385 million
26. **US-101 Marin-Sonoma Narrows (Sonoma)**
    Sonoma County
    $373 million
27. **US-101 Marin-Sonoma Narrows (Marin)**
    Marin County
    $341 million
28. **Hunters Point Shipyard and Candlestick Point Local Roads****
    San Francisco County
    $338 million
29. **Freeway Performance Initiative (FPI)****
    Multiple Counties
    $328 million
30. **Dumbarton Rail Service (PE and ROW only)**
    Alameda/San Mateo Counties
    $301 million
31. **Capitol Expressway LRT Extension, Ph. 2**
    Santa Clara County
    $294 million
32. **BART Transbay Tube Seismic Retrofit**
    Multiple Counties
    $276 million
33. **Golden Gate Bridge Seismic Retrofit, Ph. 1-3A**
    Marin/San Francisco Counties
    $274 million
34. **Southeast Waterfront Transportation Improvements****
    San Francisco County
    $254 million
35. **El Camino Real Bus Rapid Transit**
    Santa Clara County
    $234 million
36. **Yerba Buena Island (YBI) Ramp Improvements**
    San Francisco County
    $233 million
37. **Caltrain Positive Train Control****
    Multiple Counties
    $231 million
38. **SF Muni Rail Replacement Program****
    San Francisco County
    $223 million
39. **7th Street Grade Separation and Roadway Improvement**
    Alameda County
    $221 million
40. **Oakland Army Base Infrastructure Improvements**
    Alameda County
    $215 million
41. **SFMTA ADA Paratransit Operating Support****
    San Francisco County
    $207 million
42. **Better Market Street Transportation Elements**
    San Francisco County
    $206 million
43. **Enhanced Bus – Telegraph/International/ East 14th**
    Alameda County
    $205 million

** *These projects not shown on map*

Projects in the Draft 2013 TIP With Costs Greater Than $200 million



APPENDIX A – 3

Regional Policies: Long-Range Planning / Plan Bay Area

MTC Public Participation Plan for the San Francisco Bay Area

MTC Resolution No. 3821

Date: September 26, 2007
W.I.: 1112
Referred by: Legislation
Revised: 12/15/10-C

ABSTRACT

Resolution No. 3821, Revised

This resolution adopts the MTC Public Participation Plan.

This resolution supersedes MTC Resolution No. 2648.

An amendment to this resolution was referred by the Planning Committee on December 10, 2010 to the Commission for approval on December 15, 2010 to update the MTC Public Participation Plan.

Date: September 26, 2007
W.I.: 1112
Referred by: Legislation

Re: MTC Public Participation Plan

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION 3821

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.* and is the federally designated metropolitan planning organization for the San Francisco Bay Area; and

WHEREAS, MTC is committed to involving interested Bay Area residents, as well as public agencies and officials, Tribal governments, freight providers and other interested parties in the development of transportation plans and programs in a manner consistent with the Safe, Accountable Transportation Equity Act: A Legacy for Users (SAFETEA, PL 109-59) and pursuant to requirements of the Federal Highway Administration and the Federal Transit Administration that metropolitan planning organizations adopt and periodically update public participation plans [23 CFR Part 450 and 49 CFR Part 613]; and

WHEREAS, MTC in March 2006, MTC, as part of adopting principles on Environmental Justice, committed to "Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them"; and

WHEREAS, MTC, recognizing the value to be gained from listening to and learning from many voices from throughout the diverse nine-county Bay Area, developed the attached Public Participation Plan after numerous conversations, meetings, surveys, focus groups and a public hearing with a wide array of interests; now, therefore, be it

RESOLVED, that MTC adopts the Public Involvement Procedures attached hereto and incorporated herein as Attachment A; and, be it further

RESOLVED, that Attachment A shall be revised periodically by MTC as part of its ongoing commitment to inform and include the people of the Bay Area in its decision-making process; and be it further

RESOLVED, that this resolution supersedes MTC resolutions 2648 (Federal Public Involvement Procedures, 2003) and 3351 (Public Involvement Action Plan, 2001), and be it further

RESOLVED that the Executive Director is authorized to implement and administer the Commission's Public Participation Plan, and shall submit a copy of this resolution to the Federal Highway Administration and the Federal Transit Administration, and to other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on September 26, 2007.

Date: September 26, 2007
W.I.: 1112
Referred by: Legislation
Revised: Planning
12/15/10-C

Attachment A
Resolution No. 3821

The Public Participation Plan is on file in the offices of the Metropolitan Transportation Commission, MetroCenter, 101 Eighth Street, Oakland, CA 94607.

The full report of the

MTC Public Participation Plan for the San Francisco Bay Area,
adopted by the Commission on September 26, 2007
and revised on December 10, 2010,

can be viewed on MTC's website at

http://www.mtc.ca.gov/get_involved/participation_plan.htm

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APPENDIX A – 4

Regional Policies: Long-Range Planning / Plan Bay Area

Equity Analysis Report

The full copy of the

Equity Analysis Report

can be viewed on MTC's website at

http://onebayarea.org/regional-initiatives/plan-bay-area/plan-elements.html

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APPENDIX A – 5

Regional Policies: Long-Range Planning / Plan Bay Area

Performance Assessment Report

The full copy of the

Performance Assessment Report

can be viewed on MTC's website at

http://onebayarea.org/regional-initiatives/plan-bay-area/plan-elements.html

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APPENDIX A – 6

Regional Policies: Long-Range Planning / Plan Bay Area

Coordinated Public Transit-Human Services Transportation Plan

MTC Resolution No. 3787

Date: November 15, 2006
W.I.: 1311
Referred by: PAC
Revised: 12/19/07-C

ABSTRACT

Resolution No. 3787, Revised

This resolution adopts the Coordinated Public Transit-Human Services Transportation Plan.

The following attachment is provided with this resolution:

Attachment A— Low-Income Component of the Coordinated Public Transit-Human Services Transportation Plan. Attachment A will be amended at a later date and will include the elderly and disabled component of the plan, as well as a section focused on coordinated solutions to address the transportation needs of the low-income, elderly and disabled populations in the Bay Area.

This resolution was revised on December 19, 2007 to add the elderly and disabled component of the plan to Attachment A.

Attachment A – Low Income Component and Elderly and Disabled Component of the Coordinated Public Transit-Human Services Transportation Plan

Discussion of this plan is included in the Programming and Allocations Summary sheets dated November 8, 2006 and December 12, 2007.

Date: November 15, 2006
W.I.: 1311
Referred by: PAC

RE: Low-Income Component of the Coordinated Public Transit-Human Services Transportation Plan

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3787

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) requires that projects funded through the Job Access Reverse Commute (JARC), New Freedom, and Elderly Individuals and Individuals with Disabilities programs be derived from a from a locally developed, coordinated public transit-human services transportation plan (Coordinated Plan) beginning in Fiscal Year 2007; and

WHEREAS, MTC will complete the Coordinated Plan for the region; and

WHEREAS, MTC has dedicated significant resources toward planning efforts that have focused on the transportation needs of low-income residents in the Bay Area, including welfare to work transportation plans in each of the nine counties, a regional welfare to work transportation plan and the community-based transportation planning program launched in 2002; and

WHEREAS, MTC has hired a consultant to complete the elderly and disabled component of the coordinated public, as well as a chapter of the plan that identifies coordinated transportation strategies that address the overlapping transportation needs of the low-income, elderly and disabled populations in the Bay Area; and

WHEREAS, the consultant will review and incorporate results from the MTC-completed low-income component of the Coordinated Plan to the chapter of the plan focused on coordinated transportation strategies for all three populations; now therefore be it

RESOLVED, that MTC approves the Coordinated Public Transit-Human Services Transportation Plan as forth in Attachment A of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on November 15, 2006.

Date: November 15, 2006
W.I.: 1311
Referred by: PAC
Revised: 12/19/07-C

Attachment A
MTC Resolution No. 3787

Coordinated Public Transit Human Services Transportation Plan

Low Income Component

and

Elderly and Disabled Component

Both components of the plan are incorporated by reference. The low-income component of the plan is available on-line at
http://www.mtc.ca.gov/planning/pths/Low-Income_Component_Coord_Plan.pdf.

The elderly and disabled component of the plan is available on-line at
http://www.mtc.ca.gov/planning/pths/Elderly and Disabled_Component_Coord_Plan.pdf.

Both components and their appendices are also available in the MTC/ABAG Library.

APPENDIX A – 7

Regional Policies: Long-Range Planning / Plan Bay Area

Regional Transit Expansion Program (RTEP)

MTC Resolution No. 3434

Date: December 19, 2001
W.I.: 12110
Referred by: POC
Revised: 01/30/02-C 07/27/05-C
04/26/06-C 10/24/07-C
09/24/08-C

ABSTRACT

Resolution No. 3434, Revised

This resolution sets forth MTC's Regional Transit Expansion Program of Projects.

This resolution was amended on January 30, 2002 to include the San Francisco Geary Corridor Major Investment Study to Attachment B, as requested by the Planning and Operations Committee on December 14, 2001.

This resolution was amended on July 27, 2005 to include a Transit-Oriented Development (TOD) Policy to condition transit expansion projects funded under Resolution 3434 on supportive land use policies, as detailed in Attachment D-2.

This resolution was amended on April 26, 2006 to reflect changes in project cost, funding, and scope since the 2001 adoption.

This resolution was amended on October 24, 2007 to reflect changes in the Transit-Oriented Development (TOD) Policy in Attachment D-2.

This resolution was amended on September 24, 2008 to reflect changes associated with the 2008 Strategic Plan effort (Attachments B, C and D).

Further discussion of these actions are contained in the MTC Executive Director's Memorandum dated December 14, 2001, July 8, 2005, April 14, 2006, October 12, 2007 and September 10, 2008.

Date: December 19, 2001
W.I.: 12110
Referred by: POC

RE: Regional Transit Expansion Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3434, Revised

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC adopted Resolution No. 1876 in 1988 which set forth a new rail transit starts and extension program for the region; and

WHEREAS, significant progress has been made in implementing Resolution No. 1876, with new light rail service in operation in San Francisco and Silicon Valley, new BART service extended to Bay Point and Dublin/Pleasanton in the East Bay, and the BART extension to San Francisco International Airport scheduled to open in 2002; and

WHEREAS, MTC's long range planning process, including the Regional Transportation Plan and its *Transportation Blueprint for the 21st Century,* provides a framework for comprehensively evaluating the next generation of major regional transit expansion projects to meet the challenge of congestion in major corridors throughout the nine-county Bay Area; and

WHEREAS, the Commission adopted Resolution No. 3357 as the basis for assisting in the evaluations of rail and express/rapid bus projects to serve as the companion follow-up program to Resolution No. 1876; and

WHEREAS, local, regional, state and federal discretionary funds will continue to be required to finance an integrated program of new rail transit starts and extensions including those funds which are reasonably expected to be available under current conditions, and new funds which need to be secured in the future through advocacy with state and federal legislatures and the electorate; and

WHEREAS, the Regional Transit Expansion program of projects will enhance the Bay Area's transit network with an additional 140 miles of rail, 600 miles of new express bus routes, and a 58% increase in service levels in several existing corridors, primarily funded with regional and local sources of funds; and

WHEREAS, MTC recognizes that coordinated regional priorities for transit investment will best position the Bay Area to compete for limited discretionary funding sources now and in the future; now, therefore, be it

RESOLVED, that MTC adopts a Regional Transit Expansion Program of Projects, consistent with the Policy and Criteria established in Resolution No. 3357, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this program of projects, as set forth in Attachment B is accompanied by a comprehensive funding strategy of local, regional, state and federal funding sources as outlined in Attachment C, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the regional discretionary funding commitments included in this financial strategy are subject to the terms and conditions outlined in Attachment D, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Sharon J. Brown, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on December 19, 2001.

ATTACHMENT A - Regional Transit Expansion Policy Criteria Evaluation Matrix

Project	Sponsor	Project Cost 2001 $ Millions	Resolution 1876-Tier 1 prior 1876 Tier 1 commitment	TEA-21 Funds TEA-21 authorization or other federal appropriations	TCRP TCRP or other state level commitments	Dedicated Local Funding Local funds as a percent of total capital cost	Operations/ Maintenance Demonstrated operating plan	Supportive Land Use: Residential densities around stations	Supportive Land Use: Employment densities around stations	Cost-Effectiveness: Cost per new transit rider	System Connectivity: # connecting operators	System Connectivity: Frequency	System Connectivity: Regional gap closures	System Access: # of modal access options	Project Readiness: # of pre-construction activities completed or in progress
BART to Warm Springs	BART	$ 634	Yes	Yes	Yes	H	Yes	M	M	M	M	H	No	H	M
BART: Warm Springs to San Jose	VTA	$ 3,710	No	Yes	Yes	H	Yes	H	M	M	H	H	Yes	H	L
MUNI 3rd St. LRT Phase 2 - New Central Subway	SFCTA/Muni	$ 647	No	Yes	Yes	M	Yes	H	H	L	H	H	No	H	H
BART/Oakland Airport Connector	BART	$ 232	No	Yes	No	M	Yes	M	M	H	M	H	Yes	H	M
Caltrain Downtown Extension/Rebuilt Transbay Terminal	SFCTA	$ 1,885	Yes	Yes	No	H	Yes	H	H	L	H	H	Yes	H	M
Caltrain Rapid Rail/Electrification	JPB	$ 602	No	No	No	H	Yes	M	H	L	H	M	No	H	M
Caltrain Express: phase 1	JPB	$ 127	No	No	Yes	L	Yes	M	H	H	H	M	No	H	H
Downtown East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	VTA	$ 518	No	No	No	H	Yes	H	M	L	H	H	No	H	M
Capitol Corridor: Phase 1 Expansion	CCJPA	$ 129	No	No	Yes	L	Yes	H	M	H	H	L	No	H	M
AC Transit Oakland/San Leandro Bus Rapid Transit: Phase 1 (Enhanced Bus)	AC Transit	$ 151	No	No	No	L	Yes	H	H	H	L	H	No	H	L
Regional Express Bus Phase 1	MTC/Operators	$ 40	No	No	Yes	L	Yes	-	-	H	M	-	Yes	H	H
Dumbarton Rail	JPB	$ 129	No	No	No	H	No	M	M	L	H	L	Yes	H	L
BART/East Contra Costa Rail Extension	CCTA	$ 345	No	No	Yes	L	No	-	-	-	-	-	-	-	L
BART/Tri-Valley Rail Extension	ACCMA	$ 345	No	No	Yes	L	No	-	-	-	-	-	-	-	L
Altamont Commuter Express (ACE): service expansion	ACE	$ 121	No	No	No	L	-	M	M	H	M	L	No	M	-
Caltrain Express Phase 2	JPB	$ 330	No	No	No	H	-	M	H	-	H	-	No	H	-
Capitol Corridor: Phase 2 Enhancements	CCJPA	$ 284	No	No	Yes	L	Yes	H	M	-	H	L	No	H	M
Sonoma-Marin Rail	SMART	$ 200	No	No	Yes	L	No	L	M	-	H	L	No	H	L
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	AC Transit	$ 90	No	No	No	L	-	H	M	H	L	H	No	H	-

Note: "–" indicates that complete information is not available.

Resolution No. 3357 Criteria: Definitions and Measurement

Financial Criteria:

Honor 1876 commitments: Priority assigned to those projects of the original seven "Tier 1" Resolution No. 1876 projects that do not yet have a defined and secured financial agreement.
Rating: "Yes" or "No"

TEA-21/federal reauthorization: Current federal financial support exists for the project, through TEA-21 authorizing language for New Starts funding, or other federal appropriation commitments.
Rating: "Yes" or "No"

TCRP/State commitments: Current state financial commitment is secured by the project, through Traffic Congestion Relief Program funds, or other existing state funding commitments.
Rating: "Yes" or "No"

Dedicated local commitments: Local financial commitment for the project, based on percentage of local funds to total capital costs.
Rating: "High": Greater than 50%; "Medium": 30% to 50%; "Low": under 30%

Operations/Maintenance: Project can be maintained and operated once built, based on financial plans and policies submitted by the project sponsor, outlining sources and commitments of funds for the period of operations through the end of the RTP (2025) or for at least 10 years, whichever is longer. Any financial burden imposed by the transit expansion project may not undermine core bus service within the same system, especially that needed by transit dependent persons.
Rating: "Yes" or "No"

Performance Criteria:

Land Use: Evaluate potential system benefits accrued as a result of adjacent land uses along rail/bus corridors, based on year 2025 projected net residential and employment land use densities around planned stations or transit corridors.
Rating: "High": urban or urban core/CBD; "Medium": suburban; "Low": rural or rural suburban, as measured below:

Net Population Density	Total Population/ Residential Area square miles	Net Employment Density	Total Employment/ Commercial Area square miles
Rural	< 5,000	Rural	< 5,000
Rural-Suburban	5,000-10,000	Suburban	5,000-20,000
Suburban	10,000-20,000	Urban	20,000-50,000
Urban	20,000-50,000	Urban Core	50,000-100,000
Urban Core	>50,000	Urban CBD	>100,000

Cost-effectiveness: "Cost per new rider", measured as dollars per new rider (shifting from auto to transit; not transit to transit).
Rating: "High": $0 - $15/new rider; "Medium": $16 - $30/new rider; "Low": over $30/new rider

Note: Resolution No. 3357 also provides for another measure of cost effectiveness: "transit user benefits" that will be incorporated into this analysis at a later date once the methodology is available from the Federal Transit Administration.

System Connectivity: Assess the interconnected relationship of the transit expansion and the existing transit network, through measures of connections, service frequency and gap closures.
Rating:
A. Number of Connecting Operators: "High": 5 or more; "Medium": 3 to 4; "Low": 1 to 2

B. Frequency: Peak Period Headways: "High": 10 minutes or less; "Medium": 20 minutes to 11 minutes; "Low": Greater than 20 minutes

C. Gap Closures: " Yes" or "No" for completion of a major closure in the regional network.

System Access: Determine the ability of users to easily access (via walking, biking, auto or transit transfers) the new extensions, based on number of modal access options
Rating: "High": 4 or more; "Medium": 3; "Low": 1 to 2

Project Readiness: Priority assigned to projects that are able to proceed expeditiously to implementation, based on pre-construction activities completed or in progress as of December 2001.
Rating: "High": corridor evaluation+environmental analysis+preliminary design and engineering; "Medium": corridor evaluation+environmental analysis; "Low": Sketch planning or corridor evaluation only.

Date: December 19, 2001
W.I.: 12110
Referred by: POC
Revised: 01/30/02-C
04/26/06-C
09/24/08-C

Attachment B
Resolution No. 3434
Page 1 of 1

Regional Transit Expansion Policy: Recommended Program of Projects

PROJECT	COST (millions of YOE $)
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	250
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	41
BART/Oakland Airport Connector	459
Tri-Valley Transit Access Improvements to BART	168
East Contra Costa BART Extension (eBART)	525
BART to Warm Springs	890
BART: Warm Springs to San Jose/Santa Clara	6,133
Caltrain Express: Baby Bullet ** OPEN FOR SERVICE**	128
Caltrain Electrification	785
Caltrain Express: Phase 2	427
Transbay Transit Center: Phase 1	1,189
Transbay Transit Center: Phase 2	2,996
Capitol Corridor Expansion	108
Capitol Corridor: Phase 2 Enhancements	89
Regional Express Bus **OPEN FOR SERVICE**	102
MUNI Third Street Light Rail Transit Project - Central Subway	1,290
SFCTA and SFMTA: Van Ness Avenue Bus Rapid Transit	88
Altamont Commuter Express (ACE): service expansion	150
Sonoma-Marin Rail	646
Dumbarton Rail	596
Downtown to East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	465
Expanded Ferry Service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.	180

Attachment C: Regional Transit Expansion Policy - Funding Strategy

Project Capital Cost/Funding in Millions and Year of Expenditure $
Alphabetical by Tier

Project	Sponsor	Project Cost (YOE $)	*Committed Funding* TCRP	Sales Tax	Resolution 1876	RTIP	Federal Earmarks	Other (see notes)	*Regional Discretionary Funding* Section 5309 New Starts	Section 5309 Small Starts	Section 5309 Fixed Guideway Modernization	Ferryboat Discretionary	RM1	RM 2	AB 1171	Prop 1B - Transit	Prop 1B - SLPP	ITIP	ITIP Intercity Rail	CARB/ AB 434	Capital Shortfall
Caltrain Express: Baby Bullet ** OPEN FOR SERVICE**	Caltrain JPB	128	127					1													-
Regional Express Bus **OPEN FOR SERVICE**	MTC	102	40											62							-
Tier 1 - No Current Scope, Schedule, Budget Issues as Reported By Sponsors																					
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	AC Transit	250		24		50	2	35		75				65							-
BART to Warm Springs	BART	890	100	221	205	69		26					53	85	5	40	86				-
East Contra Costa BART Extension (eBART)	BART/CCTA	525	7	196		14		6					52	96	115	40					-
Capitol Corridor Expansion	CCJPA	108	24			4		15											64		-
Capitol Corridor: Phase 2 Enhancements	CCJPA	89	1											3					85		-
MUNI Third Street Light Rail Transit Project - Central Subway	SFMTA	1,290	14	126		92		45	762							250					-
SFCTA and SFMTA: Van Ness Avenue Bus Rapid Transit	SFCTA and SFMTA	88		18						70											-
Transbay Transit Center: Phase 1	TJPA	1,189		105		28	64	646					53	142	150						-
Tri-Valley Transit Access Improvements to/from BART	BART/ACCMA/ LAVTA	168	3	10				14		11			16	16	95	2					-
Downtown to East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	VTA	465		318		58										90					-
Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.	WETA	180		47			19					25		89							-
Tier 2 - Projects Needing More Scope/Cost Refinement																					
BART/Oakland Airport Connector	BART	459		99		21		231					31	68				10			TBD
Caltrain Electrification	Caltrain JPB	785		360		28		23			4									29	341
Tier 3 - Projects Needing Ongoing Operating Funds																					
Sonoma-Marin Rail	SMART	646	37	24			7	65						35							478
BART: Warm Springs to San Jose/Santa Clara	VTA	6,133	649	4,734					750												-
Tier 4 - Shortfall is equal to or greater than 50% project cost																					
AC Transit Enhanced Bus: Grand-MacArthur corridor	AC Transit	41				7		1						3							30
Caltrain Express: Phase 2	Caltrain JPB	427						13			41					15					358
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol Corridor	596		113		15								135					39		295
Altamont Commuter Express (ACE) Right-of-Way Acquisition for Service Expansion	SJRRC, ACCMA, VTA	150		67				3			5										75
Transbay Transit Center: Phase 2	TJPA	2,996		73				868						8							2,047
TOTAL		$ 17,703	$ 1,002	$ 6,533	$ 205	$ 385	$ 92	$ 1,994	$ 1,512	$ 156	$ 50	$ 25	$ 205	$ 807	$ 365	$ 437		$ 10	$ 188	$ 29	$ 3,624

Attachment C: Regional Transit Expansion Policy - Funding Strategy (cont.)

Notes: For all projects, see Terms and Conditions.

Detail on 'other' funding is provided below:

1. AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: $35 million in CMAQ bonus funds programmed in 2008.
2. BART to Warm Springs: $2.2 M local CMA funds. $24 M in BART agency contribution. Prop 1B Transit funds are 50% MTC and 50% BART. Of the $205 million in Resolution 1876 commitment, $145 million is SFO Extension Revenues. Then SFO Extension revenues are subject to the provisions outlined in Attachment D, subsection 5.
3. East Contra Costa BART Extension: $6 million in developer fees. Prop 1B Transit funds are 50% MTC and 50%
4. Capitol Corridor Expansion: Other includes $10 million in ACE funds, $.5 million in Caltrain funds, $2.1 million in CCJPB funds, $2.3 million in State PTA funds and $0.5 million in Prop 116 funds.
5. Muni Third Street Light Rail Project: New Starts request is $762 million in Year of Expenditure dollars. Prop 1B Transit funds are 40% MTC and 60% SFMTA.
6. Transbay Transit Center Phase 1: Other funds include $411 million in land sales and tax increment revenue, $8.8 million in FTA 1601 funds, and $227 million in TIFIA loan proceeds.
7. Tri-Valley Transit Access Improvements to BART: $6 million in federal CMAQ funds, $6.4 million in federal 5307 funds, and $1.6 million in TDA funds. Prop 1B Transit funds are LAVTA Revenue-based.
8. VTA Downtown to East Valley: Prop 1B Transit funds are 50% MTC and 50% VTA.
9. BART/Oakland Airport Connector: $31.5 million is Port of Oakland funds, $25 million federal Public/Private Pilot Program and $174 million private financing.
10. Caltrain Electrification: $12 million in regional STP/CMAQ funds and $11.3 million in PJPB funds.
11. Sonoma-Marin Rail: Other includes $28 million in Prop. 116 and $37.2 million in North Coast Rail Authority funds
12. BART: Warm Springs to San Jose/Santa Clara: New Starts request is $750 million in Year of Expenditure dollars. Confirmation of RTIP commitment pending reconciliation by VTA between the Santa Clara county-wide plan and MTC's Transportation 2030.
13. AC Transit Enhanced Bus: Grand MacArthur Corridor: $.8 million is Transportation Fund for Clean Air funds through BAAQMD
14. Caltrain Express: $13.2 million is Joint Powers Board member contributions.
15. ACE Service Expansion: Other includes $3 million in San Joaquin federal fund contributions.
16. Transbay Transit Center Phase 2: Other funds include $424 million in land sales and tax increment revenue and $445 million in TIFIA loan proceeds.

Definitions and Assumptions of Regional Discretionary Funding

- Federal Section 5309 New Starts: the total shown is an estimate for the 25-year RTP period. This estimate trends against recent historical averages of the Bay Area's New Starts funding compared to the nation, an average of 7% over the last 10 years. This represents a target for advocacy in Washington, D.C.; actual authorizations and appropriations are at the discretion of Congress.

- Federal Section 5309 Small Starts: estimate for the 25-year RTP period, beginning with the federal reauthorization in 2005. Small Start Capital Grants may not exceed $75 million under law. This represents a target for advocacy in Washington D.C.; actual authorization and appropriations are at the discretion of Congress. This estimate does not include the Very Small Starts program.

- Federal Section 5309 Rail Modernization: These Federal Transit Administration formula funds are eligible for fixed guideway infrastructure projects. In the MTC region these funds are by policy devoted to capital replacement. The funding would replace diesel locomotives with electric locomotives when eligible for the Caltrain Electrification project.

- Federal Ferryboat Discretionary Program: estimate for the 25-year RTP period, beginning with the federal reauthorization in 2005; provides a special category for the construction of ferry boats and ferry terminal facilities. This represents a target for advocacy in Washington D.C.; actual authorization and appropriations are at the discretion of Congress.

- Regional Measure 1 Rail Reserve: the total shown is an estimate for the 25-year RTP period, net of existing commitments to the BART Warm Springs extension. These funds from the base $1 Bay Bridge toll are directly allocated by the Commission to rail projects in the bridge corridor according to a statutory formula splitting the funds 70% to East Bay projects, and 30% to West Bay projects. This funding estimate assumes debt financing against this revenue stream. This estimate was revised as part of the 2008 Strategic Plan effort.

- Regional Measure 2: Regional voter-approved measure providing $812 million to Resolution 3434 projects. The specific amounts are identified in statute for each project. This funding estimate assumes debt financing against this revenue stream.

- AB 1171: This is a discretionary funding source passed by the Legislature and signed by the Governor in October 2001. AB 1171 (Dutra) extends the $1 seismic surcharge (the second half of the current $2 auto toll) on the seven state-owned Bay Area toll bridges for up to 30 years to finance retrofit work. Under certain financing provisions, a portion of that toll revenue will return to MTC acting as the Bay Area Toll Authority (BATA). This funding can be used for projects consistent with the voter approved Regional Measure 1 program—including congestion relief projects in corridors served by some proposed transit expansion projects—and is estimated over the 25-year period of the RTP to total $570 million; $370 million of this amount is being assigned to the Regional Transit Expansion program of projects. This estimate was revised as part of the 2008 Strategic Plan effort.

- Proposition 1B Transit: Proposition 1B, approved by California voters in November 2006, directed $3.6 billion toward transit capital improvements, including about $1.3 billion for projects in the Bay Area. Within this $1.3 billion, roughly $1 billion is distributed directly to the transit operators, and about $347 million is anticipated to come directly to MTC through statutorily defined formulas. On June 27th, 2007 the Commission adopted the MTC Proposition 1B Regional Transit Program - Resolution 3814. Resolution 3814 committed $185 million in Proposition 1B - Population-based funds conditioned upon operators committing $185 million in Propostion 1B - Revenue-based funds. Operator contributions may exceed the matching requirement of Resolution 3814.

- Proposition 1B State Local Partnership: Proposition 1B, approved by California voters in November 2006, directed $1 billion toward the State/Local Partnership Program (SLPP). This program was included in the bond measure to reward local jurisdictions for their financial contributions to California's transportation system. The program may match county sales taxes, transit sales taxes, and voter-approved bridge tolls such as Regional Measures 1 and 2. Should the eligible match element of the program include bridge tolls, MTC commits the initial $40 million to Resolution 3434 projects conditioned on SLPP contributions from partner agencies, as outlined in Attachment D. The remaining amount, estimated to be roughly $26 million, would be held in an unrestricted reserve.

- Interregional Transportation Improvement Program: the total shown is an estimate for the 25-year RTP period; other ITIP funding is assumed for highway and other projects. As ITIP funds are the state's discretionary portion of the State Transportation Improvement Program, this represents a target for advocacy in Sacramento. Actual programming commitments and allocations are at the discretion of the California Transportation Commission.

- CARB/AB 434: Both the California Air Resources Board (CARB) and the Bay Area Air Quality Management District (AB 434) administer discretionary funding programs focused in whole or in part on reducing emissions from diesel engines. $29 million is assumed from the two programs combined to help fund the Caltrain electrification project. This funding target for advocacy over the RTP period is sized to the annual funding levels of the two programs.

Terms and Conditions

General Terms

1. Operating Funding – In order for an extension of service to be included in the Regional Transportation Plan (RTP), the project sponsor must provide evidence of its ability to fund operation of the service for a minimum of 10 years, or the duration of operations within the 25-year RTP time horizon, whichever is longer. These financial capacity determinations must also include a demonstration of the transit operator's ability to sustain levels of core bus services to low-income and minority populations, as required under MTC Resolution No. 3357. Should the transit operator's financial stability deteriorate, or the expansion project in question experience significant cost increases, these financial capacity determinations will be revisited in MTC's review of the operator's applicable Short Range Transit Plan.

2. Cost Increases – Commitments of regional discretionary funds (Section 5309 New Starts, Small Starts, and Fixed Guideway Modernization, Regional Measure 1 Rail Reserve, ITIP, AB 1171, CARB/AB 434, Regional Measure 2, Ferry Boat Discretionary) are capped at the amounts shown in Attachment C in year of expenditure dollars. Project sponsors are responsible for funding any cost increases (including financing costs) above the estimates shown in Attachment C from other sources. Funding shortfalls must be addressed for projects to be included in the Regional Transportation Plan.

3. Amendment – The Commission shall consider amending this regional transit expansion program following the passage of major new funding sources that could advance projects with current shortfalls into the RTP. New funding sources also could be used to offset cost increases for projects already included in the RTP.

4. Station Access Planning: Consistent with recommendations of MTC's Regional Bicycle Plan, all new transit stations that are built as result of Resolution No. 3434 investments must provide direct and convenient pedestrian and bicycle access from adjacent walkways and bicycle facilities. Station access planning shall be consistent with the conclusions reached from the evaluation of FSM 5 in the 2001 Bay Area Ozone Attainment Plan.

Specific Conditions

1. Section 5309 New Starts – The region's priorities for federal New Starts funds are the BART Extension to Silicon Valley and the Muni Central Subway project, with equal priority.

2. Section 5309 Small Starts – The region's priorities for federal Small Starts funds are the AC Transit Oakland/San Leandro Bus Rapid Transit project and the Van Ness Avenue Bus Rapid Transit project in San Francisco, with equal priority.

3. AB 1171 – These funds will be subject to terms and conditions established by MTC acting as the Bay Area Toll Authority (BATA). The balance of these funds not committed in Attachment C will be reserved as follows:

   - **Corridor Improvements Adjacent to the I-80/680 Interchange:** $100 million reserved for improvements in the vicinity of the I-80/680 interchange. These AB1171 funds are in addition to the $100 million approved through Regional Measure 2 (RM2) for corridor improvements in the vicinity of the I-80/680 interchange.
   - **Other Improvements:** $100 million for other corridor improvements.

4. BART Warm Springs to San Jose – In addition to the general terms for operating funding imposed on all projects, the BART Warms Springs to San Jose project is included in the RTP contingent upon approval by the BART and VTA Boards of an operating and maintenance agreement regarding extension of service into Santa Clara County and associated impacts of the extension on the core BART system. If a TDA "lien" is implemented pursuant to the BART/VTA agreement after 2009, MTC will condition allocation of the remaining TDA funds subject to the following:

   At the time that the BART to San Jose extension commences revenue service, or at any point thereafter, should VTA's bus service levels have not achieved, or later fall below, a 600 fleet/500 peak target, then MTC shall hold public hearings at which VTA must demonstrate that services to Title VI communities have been assured, based on MTC's Lifeline Transportation analysis, as validated and amended by transit operators and the Congestion Management Agencies.

Should VTA choose to identify TDA funds as the guaranteed operating and maintenance subsidy pursuant to the BART/VTA agreement and demonstrate that it has secured other funding sources

to replace the TDA revenue so guaranteed, then MTC shall not condition its allocation of TDA funds as described above.

5. BART Extension to Warm Springs: MTC commits the following funds subject to availability: $40 million from MTC's share of Proposition 1B State Local Partnership Program, $29 million in RM1 and $5 million in AB 1171. These funding commitments are conditioned upon: 1) BART contributing an additional $24 million; 2) Alameda and Santa Clara Counties contribute $30 million and $16 million, respectively, from Proposition 1B State Local Partnership Program proceeds; and 3) VTA's Board committing to a full funding plan for an operable BART segment in Santa Clara County.

   To address the cash flow challenges wherein the $145 million surplus fare revenue on the BART SFO Extension are not expected to be available during the BART to Warm Springs construction period, $91 million of Regional Measure 2 (RM2) and $54 million, shared equally, in funding advanced from MTC and BART/ACTIA are proposed. This proposal is conditioned on the following: 1) the Commission holding a public hearing and approving reassignment of $91 million in RM2 funds from the Dumbarton Rail project to the BART to Warm Springs project; and 2) first priority and equivalent repayment of $27 million each to MTC and ACTIA/BART from the surplus BART SFO Extension revenues

6. AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: MTC commits $35 million in CMAQ funds subject to the following conditions: 1) Alameda County Congestion Management Agency (ACCMA) adopts an RTIP funding commitment plan and explores a strategy to advance the $40 million RTIP funds commitment; 2) AC Transit submits documentation for inclusion into the 2009 Federal Transit Administration (FTA) Small Starts report; and 3) AC Transit adopts a board resolution committing to the following: a) use the $35 million to deliver a useable bus rapid transit segment; and b) develop a phasing plan to deliver the full Berkeley/Oakland/San Leandro Bus Rapid Transit project, if the entire project as submitted to FTA for the Small Starts program, is not immediately deliverable.

7. Dumbarton Rail: Should the Commission hold an RM2 Public Hearing and reassign $91 million in RM2 funds from the Dumbarton Rail project to the BART to Warm Springs project, the $91 million will be replaced with $91 million in Alameda Regional Transportation Improvement Program (RTIP) funds. The reassignment is conditioned on the Alameda County Congestion Management Agency adopting a board resolution committing the RTIP funds to the project. MTC, in cooperation with Caltrain and the other funding partners, shall:

1. Support completion of the alternatives analysis and environmental phase
2. Support steps toward the purchase of Right-of-Way in the ACE, Capitol, and Dumbarton Corridors
3. Support expanded cost-effective express bus service in the corridor to build ridership
4. Explore other funding opportunities, including the potential for future bridge tolls, to accelerate repayment of the reassigned $91 million in RM2 funds.
5. In conjunction with all funding partners, explore other funding opportunities, including the potential for future bridge tolls, to close the $300 million project shortfall.

MTC Resolution 3434 TOD Policy For Regional Transit Expansion Projects

1. Purpose

The San Francisco Bay Area—widely recognized for its beauty and innovation—is projected to grow by almost two million people and one and a half million jobs by 2030. This presents a daunting challenge to the sustainability and the quality of life in the region. Where and how we accommodate this future growth, in particular where people live and work, will help determine how effectively the transportation system can handle this growth.

The more people who live, work and study in close proximity to public transit stations and corridors, the more likely they are to use the transit systems, and more transit riders means fewer vehicles competing for valuable road space. The policy also provides support for a growing market demand for more vibrant, walkable and transit convenient lifestyles by stimulating the construction of at least 42,000 new housing units along the region's major new transit corridors and will help to contribute to a forecasted 59% increase in transit ridership by the year 2030.

This TOD policy addresses multiple goals: improving the cost-effectiveness of regional investments in new transit expansions, easing the Bay Area's chronic housing shortage, creating vibrant new communities, and helping preserve regional open space. The policy ensures that transportation agencies, local jurisdictions, members of the public and the private sector work together to create development patterns that are more supportive of transit.

There are three key elements of the regional TOD policy:

(a) Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;

(b) Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a transit-oriented development; and

(c) Corridor working groups that bring together CMAs, city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, roles and responsibilities for key stages of the transit project development process.

2. TOD Policy Application

The TOD policy only applies to physical transit extensions funded in Resolution 3434 (see Table 1). The policy applies to any physical transit extension project with regional discretionary funds, regardless of level of funding. Resolution 3434 investments that only entail level of service improvements or other enhancements without physically extending the system are not subject to

TABLE 1
Resolution 3434 Transit Extension Projects Subject to Corridor Thresholds

Project	Sponsor	Type	Threshold is met with current development?
BART East Contra Costa Rail Extension	BART/CCTA	Commuter Rail	No
BART – Downtown Fremont to San Jose / Santa Clara (a) Fremont to Warm Springs (b) Warm Springs to San Jose/Santa Clara	 (a) BART (b) VTA	BART extension	No
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: Phase 1	AC Transit	Bus Rapid Transit	Yes
Caltrain Downtown Extension/Rebuilt Transbay Terminal	TJPA	Commuter Rail	Yes
MUNI Third Street LRT Project Phase 2 – New Central Subway	MUNI	Light Rail	Yes
Sonoma-Marin Rail	SMART	Commuter Rail	No
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol Corridor	Commuter Rail	No
Expanded Ferry Service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.	WTA	Ferry	No

** Ferry terminals where development is feasible shall meet a housing threshold of 2500 units. MTC staff will make the determination of development feasibility on a case by case basis.*

the TOD policy requirements. Single station extensions to international airports are not subject to the TOD policy due to the infeasiblity of housing development.

3. Definitions and Conditions of Funding

For purposes of this policy "regional discretionary funding" consists of the following sources identified in the Resolution 3434 funding plan:

- FTA Section 5309- New Starts
- FTA Section 5309- Bus and Bus Facilities Discretionary
- FTA Section 5309- Rail Modernization
- Regional Measure 1- Rail (bridge tolls)
- Regional Measure 2 (bridge tolls)
- Interregional Transportation Improvement Program
- Interregional Transportation Improvement Program-Intercity rail
- Federal Ferryboat Discretionary
- AB 1171 (bridge tolls)
- CARB-Carl Moyer/AB434 (Bay Area Air Quality Management District) [1]

These regional funds may be programmed and allocated for environmental and design related work, in preparation for addressing the requirements of the TOD policy. Regional funds may be programmed and allocated for right-of-way acquisition in advance of meeting all requirements in the policy, if land preservation for TOD or project delivery purposes is essential. No regional funds will be programmed and allocated for construction until the requirements of this policy have been satisfied. See Table 2 for a more detailed overview of the planning process.

4. Corridor-Level Thresholds

Each transit extension project funded in Resolution 3434 must plan for a minimum number of housing units along the corridor. These corridor-level thresholds vary by mode of transit, with more capital-intensive modes requiring higher numbers of housing units (see Table 3). The corridor thresholds have been developed based on potential for increased transit ridership, exemplary existing station sites in the Bay Area, local general plan data, predicted market demand for TOD-oriented housing in each county, and an independent analysis of feasible development potential in each transit corridor.

[1] The Carl Moyer funds and AB 434 funds are controlled directly by the California Air Resources Board and Bay Area Air Management District. Res. 3434 identifies these funds for the Caltrain electrification project, which is not subject to the TOD policy.

TABLE 2
REGIONAL TOD POLICY IMPLEMENTATION PROCESS FOR TRANSIT EXTENSION PROJECTS

Transit Agency Action	City Action	MTC/CMA/ABAG Action
All parties in corridors that do not currently meet thresholds (see Table 1) establish Corridor Working Group to address corridor threshold. Conduct initial corridor performance evaluation, initiate station area planning. ⇩		
Environmental Review/ Preliminary Engineering /Right-of-Way	Conduct Station Area Plans	Coordination of corridor working group, funding of station area plans
Step 1 Threshold Check: the combination of new Station Area Plans and existing development patterns exceeds corridor housing thresholds .		
Final Design	Adopt Station Area Plans. Revise general plan policies and zoning, environmental reviews	Regional and county agencies assist local jurisdictions in implementing station area plans
Step 2 Threshold Check: (a) local policies adopted for station areas; (b) implementation mechanisms in place per adopted Station Area Plan by the time Final Design is completed. ⇩		
Construction	Implementation (financing, MOUs) Solicit development	TLC planning and capital funding, HIP funding

TABLE 3: CORRIDOR THRESHOLDS
HOUSING UNITS – AVERAGE PER STATION AREA

Project Type / Threshold	BART	Light Rail	Bus Rapid Transit	Commuter Rail	Ferry
Housing Threshold	3,850	3,300	2,750	2,200	2,500*

Each corridor is evaluated for the Housing Threshold. For example, a four station commuter rail extension (including the existing end-of-the-line station) would be required to meet a corridor-level threshold of 8,800 housing units.

Threshold figures above are an average per station area for all modes except ferries based on both existing land uses and planned development within a half mile of all stations. New below market rate housing is provided a 50% bonus towards meeting housing unit threshold.

** Ferry terminals where development is feasible shall meet a housing threshold of 2500 units. MTC staff will make the determination of development feasibility on a case by case basis.*

- Meeting the corridor level thresholds requires that within a half mile of all stations, a combination of existing land uses and planned land uses meets or exceeds the overall corridor threshold for housing (listed in Table 3);
- Physical transit extension projects that do not currently meet the corridor thresholds with development that is already built will receive the highest priority for the award of MTC's Station Area Planning Grants.
- To be counted toward the threshold, planned land uses must be adopted through general plans, and the appropriate implementation processes must be put in place, such as zoning codes. General plan language alone without supportive implementation policies, such as zoning, is not sufficient for the purposes of this policy. Ideally, planned land uses will be formally adopted through a specific plan (or equivalent), zoning codes and general plan amendments along with an accompanying programmatic Environmental Impact Report (EIR) as part of the overall station area planning process. Minimum densities will be used in the calculations to assess achievement of the thresholds.
- An existing end station is included as part of the transit corridor for the purposes of calculating the corridor thresholds; optional stations will not be included in calculating the corridor thresholds.

- New below-market housing units will receive a 50 percent bonus toward meeting the corridor threshold (i.e. one planned below-market housing unit counts for 1.5 housing units for the purposes of meeting the corridor threshold. Below market for the purposes of the Resolution 3434 TOD policy is affordable to 60% of area median income for rental units and 100% of area median income for owner-occupied units);
- The local jurisdictions in each corridor will determine job and housing placement, type, density, and design.
- The Corridor Working Groups are encouraged to plan for a level of housing that will significantly exceed the housing unit thresholds stated here during the planning process. This will ensure that the Housing Unit Threshold is exceeded corridor-wide and that the ridership potential from TOD is maximized.

5. Station Area Plans

Each proposed physical transit extension project seeking funding through Resolution 3434 must demonstrate that the thresholds for the corridor are met through existing development and adopted station area plans that commit local jurisdictions to a level of housing that meets the threshold. This requirement may be met by existing station area plans accompanied by appropriate zoning and implementation mechanisms. If new station area plans are needed to meet the corridor threshold, MTC will assist in funding the plans. The Station Area Plans shall be conducted by local governments in coordination with transit agencies, Association of Bay Area Governments (ABAG), MTC and the Congestion Management Agencies (CMAs).

Station Area Plans are opportunities to define vibrant mixed use, accessible transit villages and quality transit-oriented development – places where people will want to live, work, shop and spend time. These plans should incorporate mixed-use developments, including new housing, neighborhood serving retail, employment, schools, day care centers, parks and other amenities to serve the local community.

At a minimum, Station Area Plans will define both the land use plan for the area as well as the policies—zoning, design standards, parking policies, etc.—for implementation. The plans shall at a minimum include the following elements:

- Current and proposed land use by type of use and density within the ½ mile radius, with a clear identification of the number of existing and planned housing units and jobs;
- Station access and circulation plans for motorized, non-motorized and transit access. The station area plan should clearly identify any barriers for pedestrian, bicycle and wheelchair access to the station from surrounding neighborhoods (e.g., freeways, railroad tracks, arterials with inadequate pedestrian crossings), and should propose strategies that will remove these barriers and maximize the number of residents and employees that can access the station by these means. The station area and transit village public spaces shall be made accessible to persons with disabilities.
- Estimates of transit riders walking from the half mile station area to the transit station to use transit;
- Transit village design policies and standards, including mixed use developments and pedestrian-scaled block size, to promote the livability and walkability of the station area;

- TOD-oriented parking demand and parking requirements for station area land uses, including consideration of pricing and provisions for shared parking;
- Implementation plan for the station area plan, including local policies required for development per the plan, market demand for the proposed development, potential phasing of development and demand analysis for proposed development.

The Station Area Plans shall be conducted according to the guidelines established in MTC's Station Area Planning Manual.

6. Corridor Working Groups

The goal of the Corridor Working Groups is to create a more coordinated approach to planning for transit-oriented development along Resolution 3434 transit corridors. Each of the transit extensions subject to the corridor threshold process, as identified in Table 1, will need a Corridor Working Group, unless the current level of development already meets the corridor threshold. Many of the corridors already have a transit project working group that may be adjusted to take on this role. The Corridor Working Group shall be coordinated by the relevant CMAs, and will include the sponsoring transit agency, the local jurisdictions in the corridor, and representatives from ABAG, MTC, and other parties as appropriate.

The Corridor Working Group will assess whether the planned level of development satisfies the corridor threshold as defined for the mode, and assist in addressing any deficit in meeting the threshold by working to identify opportunities and strategies at the local level. This will include the key task of distributing the required housing units to each of the affected station sites within the defined corridor. The Corridor Working Group will continue with corridor evaluation, station area planning, and any necessary refinements to station locations until the corridor threshold is met and supporting Station Area Plans are adopted by the local jurisdictions.

MTC will confirm that each corridor meets the housing threshold prior to the release of regional discretionary funds for construction of the transit project.

7. Review of the TOD Policy

MTC staff will conduct a review of the TOD policy and its application to each of the affected Resolution 3434 corridors, and present findings to the Commission, within 12 months of the adoption of the TOD policy.

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APPENDIX A – 8

Regional Policies: Long-Range Planning / Plan Bay Area

MTC's Regional Policy for Accommodation of Bicycle and Pedestrian Facilities During Transportation Project Planning, Design, Funding and Construction

MTC Resolution No. 3765

Date: June 28, 2006
W.I.: 1125
Referred by: POC

ABSTRACT

Resolution No. 3765

This resolution sets forth MTC's regional policy for accommodation of bicycle and pedestrian facilities during transportation project planning, design, funding and construction.

Further discussion of these actions are contained in the MTC Executive Director's Memorandum to the Planning Committee dated June 9, 2006.

Date: June 28, 2006
W.I.: 1125
Referred by: PC

RE: Regional Policies for Accommodation of Bicycle and Pedestrian Facilities In Transportation Project Planning, Design, Funding and Construction

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3765

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC adopted Resolution No. 3427 in 2001 which adopted the 2001 Regional Transportation Plan and the 2001 Regional Bicycle Plan for the region; and

WHEREAS, MTC adopted Resolution No. 3681 in 2005 which adopted the Transportation 2030 Plan including Calls to Action to address bicyclist and pedestrian transportation needs during project development; and

WHEREAS, MTC recognizes that coordinated development of pedestrian and bicycle infrastructure offers cost savings in the long term and opportunities to create safe and convenient bicycle and pedestrian travel; now, therefore, be it

RESOLVED, that MTC adopts the Recommendations from the study *Routine Accommodation of Pedestrians and Bicyclists in the Bay Area,* as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 28, 2006.

Date: June 28, 2006
W.I.: 1125
Referred by: PC

Attachment A
Resolution No. 3765

Routine Accommodation of Pedestrians and Bicyclists in the Bay Area: Study Recommendations

POLICY

1. Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64. These recommendations shall not replace locally adopted policies regarding transportation planning, design, and construction. These recommendations are intended to facilitate the accommodation of pedestrians, which include wheelchair users, and bicyclist needs into all projects where bicycle and pedestrian travel is consistent with current, adopted regional and local plans. In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations.

PROJECT PLANNING and DESIGN

2. Caltrans and MTC will make available routine accommodations reports and publications available on their respective websites.

3. To promote local bicyclist and pedestrian involvement, Caltrans District 4 will maintain and share, either quarterly or semi-annually at the District 4 Bicycle Advisory Committee, a table listing ongoing Project Initiation Documents (PIDS) for Caltrans and locally-sponsored projects on state highway facilities where bicyclists and pedestrians are permitted.

FUNDING and REVIEW

4. MTC will continue to support funding for bicycle and pedestrian planning, with special focus on the development of new plans and the update of plans more than five years old.

5. MTC's-fund programming policies shall ensure project sponsors consider the accommodation of bicyclists and pedestrians consistent with Caltrans' Deputy Directive 64. Projects funded all or in part with regional discretionary funds must consider bicycle and pedestrian facilities in the full project cost consistent with Recommendation 1 above. The Federal Highway Administration recommends including up to 20% of the project cost to address non-motorized access improvements; MTC encourages local agencies to adopt their own percentages.

6. TDA Article 3, Regional Bike/Ped, and TLC funds shall not be used to fund bicycle and pedestrian facilities needed for new roadway or transit construction projects that remove or degrade bicycle and pedestrian access. Funding to enhance bicycle and/or pedestrian access associated with new roadway or transit construction projects should be included in the funding for that project.

7. MTC, its regional bicycle and pedestrian working groups, the Partnership's Local Streets and Roads committee, and the county congestion management agencies (CMAs) shall develop a project checklist to be used by implementing agencies to evaluate bicycle and pedestrian facility needs and to identify its accommodation associated with regionally-funded roadway and transit projects consistent with applicable plans and/or standards. The form is intended for use on projects at their earliest conception or design phase and will be developed by the end of 2006.

8. CMAs will review completed project checklists and will make them available through their websites, and to their countywide Bicycle/Pedestrian Advisory Committees (BPACs) for review and input to ensure that routine accommodation is considered at the earliest stages of project development. The checklist outlined in Recommendation 7 should be the basis of this discussion prior to projects entering the TIP.

9. Each countywide BPAC shall include members that understand the range of transportation needs of bicyclists and pedestrians consistent with MTC Resolution 875 and shall include representation from both incorporated and unincorporated areas of the county.

10. MTC and its partner agencies will monitor how the transportation system needs of bicyclists and pedestrians are being addressed in the design and construction of transportation projects by auditing candidate TIP projects to track the success of these recommendations. Caltrans shall monitor select projects based on the proposed checklist.

TRAINING

11. Caltrans and MTC will continue to promote and host project manager and designer training sessions to staff and local agencies to promote routine accommodation consistent with Deputy Directive 64.

APPENDIX A – 9

Regional Policies: Long-Range Planning / Plan Bay Area

Transit Sustainability Project

MTC Resolution No. 4060

Date: May 23, 2012
Referred by: TSP Select Committee

ABSTRACT
Resolution No. 4060

This resolution approves the recommendations of the Transit Sustainability Project.

Discussion of the recommendations made under this resolution is contained in the Executive Director Memorandum presented to the Select Committee on Transit Sustainability on April 11, 2012.

Date: May 23, 2012
Referred by: TSP Select Committee

Re: Transit Sustainability Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4060

WHEREAS, pursuant to Government Code § 66500 et seq., the Metropolitan Transportation Commission ("MTC") is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, MTC develops a long-range Regional Transportation Plan (RTP), pursuant to Government Code §§ 66513 and 65080; and

WHEREAS, the last major update of the RTP, adopted in April 2009 (Transportation 2035 - MTC Resolution No. 3893), identified twenty-five year transit capital and operating shortfalls of $17 billion and $8 billion, respectively; and

WHEREAS, to address these shortfalls, as well as address immediate transit operators' service reductions and budget shortfalls, to improve transit performance for the customer, and to attract more customers to the transit system, in January 2010, the Commission created the Select Committee on Transit Sustainability to guide the Transit Sustainability Project (TSP); and

WHEREAS, the TSP focused on three project elements: financial, service performance and institutional frameworks; and

WHEREAS, to inform the TSP, a Project Steering Committee was formed, made up of transit agency, government, labor, business, environmental and equity representatives to provide executive-level input into the project; and

WHEREAS, additional input and guidance was received from the MTC Policy Advisory Committee, as well as from multiple public events and forums sponsored by interested parties; now, therefore, be it

RESOLVED, that based on project findings related to the financial and service performance of the Bay Area transit system, MTC approves the performance measures and targets and investment recommendations set forth in Attachment A to this resolution; and, be it further

RESOLVED, that based on project findings related to the financial, service performance, and institutional framework of the Bay Area transit system, MTC approves the policy recommendations set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC will conduct periodic reviews of progress toward the performance targets and policy recommendation implementation.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on May 23, 2012.

Performance and Investment Policies

Performance Measures and Targets
To monitor the performance of the seven largest transit agencies in the Bay Area, the Commission establishes the following TSP performance target, measures, and monitoring process:

Performance Target
5% real reduction in at least one of the following performance measures by FY2016-17 and no growth beyond CPI thereafter. To account for the results of recent cost control strategies at agencies, the baseline year will be set at the highest cost year between FY2007-08 and FY2010-11.

Performance Measures

- Cost Per Service Hour*
- Cost Per Passenger*
- Cost Per Passenger Mile*

**As defined by the Transportation Development Act*

Monitoring Process
In FY2012-13, agencies are to adopt a strategic plan to meet one or more of the targets and submit to MTC.
On an annual basis, starting in FY2013-14, the transit agencies submit performance measure data on all three targets to MTC.
In FY2017-18, MTC will analyze agency progress in meeting target
In FY2018-19, MTC will link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target.

The following agencies, the largest seven transit agencies in the Bay Area, are subject to the performance measures and targets: AC Transit; BART, Caltrain, Golden Gate Transit, SFMTA, SamTrans, and Santa Clara VTA.

Transit Performance Initiative and Customer Satisfaction Survey
The Commission establishes an investment, incentive and monitoring strategy to improve service performance and attract new riders to the region's transit system. The target for each agency is to increase ridership levels at or above the rate of population growth in counties/corridors in which the agency operates service. Agencies are encouraged to utilize the Transit Competitive Index tool, developed for the Bay Area as part of the TSP, to achieve this target.

Investment
As part of the OneBayArea Grant program, the Commission has established an initial commitment of $30 million to fund service improvements on major bus and light rail corridors, focusing on improvements to major corridors in the AC Transit, SFMTA, SamTrans, and Santa Clara VTA service areas. If successful in demonstrating achievement of operational and ridership goals, similar investments would be recommended in the future.

Incentive
The Commission will reward transit agencies that achieve ridership increases and productivity improvements and will allocate transit funds on the basis of performance, thereby encouraging *all* of the region's transit operators to continuously improve their service and attract more riders. Funding sources, amounts and distribution formulas shall be established by the Commission. In establishing distribution formulas, the Commission shall consider at least one alternative that does not reduce the cumulative current funding level for small operators for the fund sources established by the Commission for this incentive program.

Monitor
Maintaining and/or improving customer satisfaction ratings is an important indicator of whether transit is meeting the needs of the traveling public. The Commission will conduct a bi-annual regional customer satisfaction survey to provide a consistent region-wide mechanism to measure customer satisfaction and provide information to build new ridership and improve service. Agencies will be required to coordinate data collection efforts, either through cost sharing, resource sharing, or project management.

Service, Paratransit and Institutional Recommendations

Service

1. **Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.**

   The Commission finds that schedule coordination between connecting agencies will increase the attractiveness of public transit but that connecting agencies make schedule changes on different dates and in some cases use incompatible scheduling software systems that make schedule integration difficult. This recommendation would align the schedule change calendar for major schedule changes among the region's operators and require all connecting operators to implement a compatible scheduling software system. Implementation would be subject to each transit agency's future scheduling system procurement timeline, and, for some agencies, may be subject to negotiation of changes to existing labor contract provisions that govern schedule change dates.

2. **Conduct multi-agency Short-Range Transit Plans (SRTPs) at the county or subregion-level to promote interagency service and capital planning.**

   The Commission has historically provided federal planning funds for each transit agency to independently prepare an SRTP of the agency's 10-year operating and capital plan. This recommendation would strengthen the joint planning that has begun in the region and recommend that transit agencies in a county or multi-agency travel corridor collaborate on a 10-year plan. The multi-agency SRTPs should develop capital replacement priorities and schedules, consider connectivity in service planning, establish fare policy consistency, establish common performance measures, and identify opportunities for shared functions. Future funding for SRTPs will take into account coordination opportunities.

3. **Support transit agency operations on major corridors by requiring local jurisdictions to consider transit operating speeds and reliability in projects affecting these corridors.**

   Travel time savings are a key component in building customer satisfaction and attracting new passengers. Under the Commission's proposed OneBayArea Grants program, local jurisdictions are required to adopt a complete streets resolution to be eligible for regional funding. Complete streets aims to consider all road network users including pedestrians, bicyclists and transit riders. MTC is further proposing to expand the scope of the Freeway Performance Initiative to include investments to improve transit operations on key arterial roadways.

4. Consider fare policies focused on the customer that improve regional/local connections.

Implement the Phase III Clipper requirements to revise existing operations and fare policies to a standardized set of business rules. Continue to work towards a more consistent regional standard for fare discount policies and minimize transfer penalties so that passengers can choose the most optimal route for their transit trip.

5. Recommendations specific to Marin, Sonoma, and Solano Counties

The Commission is committed to achieving more rational service delivery in geographic areas served by multiple transit agencies by supporting the collaboration, coordination and consolidation efforts already underway to bring them to implementation stage.

Sonoma: County-level SRTP work is underway in Sonoma County. MTC will provide funding to the Sonoma County Transportation Authority to collect customer opinion and demographic survey data to better inform service planning throughout the county.

Marin/Sonoma: The commencement of SMART service in Marin and Sonoma counties will alter transit travel patterns. This presents an opportunity to strengthen coordination and service planning among Marin and Sonoma transit providers serving the 101 Corridor and local connections. In coordination with the SRTP process, MTC will work with transit operators and the Marin and Sonoma County CMAs to develop a two-county corridor transit plan for submittal and presentation to the Commission.

Solano: County-level SRTP work is underway in Solano County. MTC will provide funding to the Solano Transportation Authority (STA) to complete the analysis to better inform service planning throughout the county. STA and the Solano transit operators are to use this process to identify service improvements, performance objectives and potential service functional and institutional consolidation opportunities.

Paratransit Cost Containment and Service Strategies

The Commission finds that transit agencies must consider strategies to contain the cost of ADA paratransit service using tools that are available to them individually or collectively. MTC expects individual agencies to consider the following strategies:

1. Fixed Route Travel Training and Promotion to Seniors

Expanding fixed route travel training – through mobility orientation sessions and one-on-one individualized training – would increase mobility for the users and help reduce growth of ADA paratransit demand. Ideally, training and outreach should be conducted before individuals apply for paratransit service or, at a minimum, should be made available during the process of determining eligibility for these services.

2. Premium Charges for Service Beyond ADA Requirements

Where transit agencies provide paratransit service that goes beyond what the ADA requires, they may charge extra for those "premium" services. For example, transit agencies that serve an entire jurisdiction (for example they may serve an entire city or taxing district) can define a "two-tiered" service area, with the first tier being the ADA required service area within ¾ mile of the fixed route service and the second tier extending to the jurisdictional limits. A higher fare can then be charged for trips in that second tier. The transit agency can also adopt differing policies for that premium second tier, such as more limited service hours, denials of service once capacity is reached, and so forth.

3. Enhanced ADA Paratransit Certification Process

A robust certification process that includes in-person interviews as well as evaluations of applicants' functional mobility by trained professionals provides more accurate determinations of applicants' travel skills and may result in more applicants being referred to fixed route service based on their individual abilities. This may result in some reduction in ADA paratransit costs and also result in improving the mobility of riders due to the increased spontaneity afforded by fixed-route transit. Depending on the transit agency, available cost savings range from none to substantial. One centralized regional process is not needed, but many transit agencies can enhance their processes. Some smaller agencies could combine this function for efficiency and to support staff with specialized skills.

4. Implement Conditional Eligibility

Conditional eligibility finds that some applicants can use fixed-route service for at least some of their trips and specifies the particular conditions under which paratransit service is required. While this requires a more sophisticated eligibility certification process of conditional eligibility avoids ADA paratransit costs for those trips that ADA-eligible riders take on fixed-route service. Opportunities exist at several transit operators in combination with an enhanced eligibility process.

5. Creation of sub-regional Mobility Managers (e.g. CTSA) in one or more sub-regional area to better coordinate resources and service customers

National and local coordinated models exist and should be evaluated to deliver high quality and efficient paratransit services across transit agency boundaries and shared costs with social services. Several MTC programs, including Lifeline and New Freedom, have funded mobility management efforts to identify best practices and develop mobility management models for regional replication. The Commission will use the information from these efforts to recommend specific areas and agency leads for implementation of sub-regional mobility managers in the Bay Area.

6. **Improve Fixed-Route Transit (per Plan Bay Area)**

   Continuous improvements to the fixed route system will shift some demand from paratransit to the fixed route system.

7. **Walkable Communities, Complete Streets, and Land Use Planning (per Plan Bay Area)**

   The term "walkable communities" refers to communities that are pedestrian friendly, with sidewalks and pathways connecting residential areas with activity centers. Improving the "walkability" of a community is a more holistic approach to addressing ADA paratransit sustainability than other strategies. Similarly, planning efforts should, to the extent possible, ensure that senior housing and other senior-related facilities are sited in locations that are close to fixed-route services and close-in within the community and proximate to activity centers featuring shopping, medical and other services, as opposed to locations outside the community and isolated from activity centers. The ultimate impact of this recommended strategy is very large, even though this is a long-term strategy in which transit agencies will only play a supportive role. It requires an active role from cities and counties.

   An integrated land-use/transportation plan is the primary goal of Plan Bay Area, under development and scheduled for adoption in 2013. In addition, the proposed OneBayArea grant program seeks to reward local jurisdictions for building housing near transit and conditions funding on adherence to complete streets policies.

Institutional

1. **Complete service consolidations for Soltrans and ferry services (Vallejo, Alameda-Oakland, and Harbor Bay).**

   Per the Solano Transit Consolidation Study conducted by the Solano Transportation Authority – the cities of Vallejo and Benicia have formed a joint powers authority (Soltrans) to operate their transit service as a consolidated system. Senate Bill 1093 called for the consolidation of Vallejo, Alameda-Oakland, and Harbor Bay ferry services under WETA. WETA has adopted a transition plan to guide the consolidation of all ferry service, except the Golden Gate ferry services. WETA is currently operating the Alameda-Oakland and Harbor Bay ferry service and set to assume Vallejo service in 2012. Soltrans has completed the initial stages of the consolidation. The Commission will support these agencies and monitor progress during the consolidation process and support Solano County to move forward to consider further consolidations as supported through local planning.

2. **Pursue functional and institutional consolidation among smaller operators where supported by local planning and input.**

   Through the local planning process and, as transit agencies do coordinated planning and fare policy setting, the benefits of functional and institutional consolidation should be further evaluated. Work with Congestion Management Agencies and operators, focusing on

Marin/Sonoma and Solano to continue to improve coordination and evaluate the benefits of additional functional and/or institutional consolidation to improve the financial stability and service for the customer. The appropriateness of these efforts and timeline will be established based on local planning and input.

3. **Integrate multiple transportation functions (transit operating, planning, sales tax, etc).**

   The importance of other transportation decisions, such as roadway projects and pricing, in the success and performance of the public transit system was highlighted throughout the TSP. Therefore, opportunities to better integrate these decision-making authorities should be explored. Currently, the Santa Clara Valley Transportation Authority is the one example of an agency in the region that serves as the sales tax authority, transit agency, and congestion management agency. Work with transit operators and Congestion Management Agencies to identify potential vertical integration opportunities and local support for such integration.

4. **Expand regional capital project planning/design to include sharing existing expertise (e.g., BRT) and facilities (e.g., maintenance shops).**

   Several transit agencies and congestion management agencies in the region have developed robust expertise in capital project development and delivery. As new projects or systems are developed, expertise should be shared across transit agencies to optimize resources. Using Plan Bay Area project listings, MTC will identify specific upcoming projects that may benefit from a sharing of resources and convene a joint discussion of county CMAs and transit agencies to identify specific projects and terms for sharing resources.

5. **Formalize joint procurement of services and equipment.**

   Transit agencies currently have an informal process to monitor each other's bus purchases, allowing agencies to "piggy-back" on another Bay Area or national procurement. This reduces administrative costs of duplicative procurement processes and lowers the unit cost of the purchase because of the higher volume order. The TSP recommends that these joint procurements be strengthened and formalized.

   The Commission will identify typical annual procurements (scope and cost) in addition to those included in the Regional Transit Capital Inventory (major capital replacements), convene transit agencies to identify strong candidate services and equipment for joint procurement, and work with transit operators to evaluate and implement joint procurement models.

APPENDIX A – 10

Regional Policies: Long-Range Planning / Plan Bay Area

MTC's Transit Coordination Implementation Plan

MTC Resolution No. 3866

Date: February 24, 2010
W.I.: 1227
Referred By: Operations Committee
Revised: 10/26/11-C

ABSTRACT

Resolution No. 3866, Revised

This resolution updates and adopts MTC's Transit Coordination Implementation Plan pursuant to the requirements of California Government Code §§ 66516 (SB 1474) and 66516.5; Public Utilities Code §§ 99282.5l and 99314.7; and Streets and Highways Code § 30914.5.

This resolution supersedes Resolution No. 3055, as amended.

Date: February 24, 2010
W.I.: 1227
Referred By: Operations Committee

Re: Transit Coordination Implementation Plan

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 3866

WHEREAS, pursuant to Section 66516 of the California Government Code, the Metropolitan Transportation Commission (MTC) is required to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction and to require every system to enter into a joint fare revenue sharing agreement with connecting systems; and

WHEREAS, pursuant to Section 66516.5 of the Government Code, MTC may identify and recommend consolidation of those functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service and;

WHEREAS, pursuant to Section 99282.5 of the California Public Utilities Code (PUC), MTC is required to adopt rules and regulations to provide for governing interoperator transfers so that the public transportation services between public transit operators are coordinated; and

WHEREAS, pursuant to Section 99314.7 of the Public Utilities Code, MTC is required to evaluate an operator's compliance with coordination improvements prior to an operator receiving allocations of State Transit Assistance (STA) funds; and

WHEREAS, pursuant to Section 30914.5 of the Streets and Highways Code, MTC must adopt, as a condition of Regional Measure 2 fund allocation, a regional transit connectivity plan to be incorporated in MTC's Transit Coordination Implementation Plan pursuant to Section 66516.5, requiring operators to comply with the plan, which must include Policies and procedures for improved fare collection; and

WHEREAS, MTC previously adopted Resolution No. 3055 to implement these requirements; and

WHEREAS, in order to ensure progress toward implementing coordination recommendations, MTC wishes to formalize these recommendations by adopting the rules and requirements required pursuant to Government Code Section 66516 and PUC Section 99282.5 as set forth in this MTC Transit Coordination Implementation Plan, which includes a regional Transit Connectivity Plan and Implementation Requirements, attached to this Resolution as Attachments A and B, and incorporated herein as though set forth at length;

WHEREAS, MTC has consulted with the region's transit agencies to develop the regional Transit Connectivity Plan and Implementation Requirements, as required by Government Code §§ 66516 and Streets and Highways Code § 30914.5; now therefore be it

RESOLVED, that MTC adopts the Transit Connectivity Plan ("Plan") as set forth in Attachment A; and be it further

RESOLVED, that MTC adopts the Implementation Requirements, as set forth in Attachment B; and, be it further

RESOLVED, that prior to determining fund programming and allocations for an operator, MTC shall review the efforts made by the operator to implement the requirements identified in Attachments A and B, and if MTC determines that the operator has not made a reasonable effort to implement the requirements of Attachments A and B, MTC may, at its discretion, withhold, restrict or re-program funds and allocations to such operator to the extent allowed by statute, rule, regulation, or MTC policy; and, be it further

RESOLVED, that all funds subject to programming and/or allocation by MTC are covered by this resolution including but not limited to State Transit Assistance, Transportation Development Act, Regional Measure 2, Congestion Mitigation and Air Quality, Surface

Transportation Program and Transit Capital Priorities funds, to the extent permitted by statute; and, be it further

RESOLVED, that this resolution shall be transmitted to the affected transit operators to guide them in development of their annual budgets and short-range transit plan revisions; and, be it further

RESOLVED, that the Operations Committee is authorized to approve amendments to Attachments A and B, following consultation with the affected transit operators; and be it further

RESOLVED, this resolution supersedes Resolution No. 3055.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California, on February 24, 2010

Date: February 24, 2010
W.I.: 1227
Referred By: Operations Committee

Attachment A
Resolution No. 3866
Page 1 of 1

Attachment A
MTC Transit Connectivity Plan

This Attachment A incorporates by reference the Transit Connectivity Plan, previously approved by MTC in MTC Resolution No. 3055, which may be downloaded at: http://www.mtc.ca.gov/planning/connectivity/index.htm.

Attachment B
Implementation Requirements

The purpose of these Implementation Requirements is to establish the expectations and requirements for each transit agency with respect to implementing the recommendations of the Commission's Transit Connectivity Plan (2006) and maintaining other transit coordination programs, to outline the process by which MTC will involve transit operators in changes to coordination requirements, and to establish the process for Commission action in the event of transit agency non-compliance with these implementation requirements. A copy of this Resolution 3866 is available for download at http://www.mtc.ca.gov/planning/tcip/.

Per the Transit Connectivity Plan, MTC places high priority on improvements that:

- Accomplish tangible improvements for the passenger;
- Benefit the largest number of transit users, including both inter- and intra-system transit riders, to the extent possible;
- Improve system productivity by sharing agency resources; and
- Enhance the ability of transit riders to reach significant destinations in adjoining jurisdictions and along regional corridors by (1) improving the connections between system services and (2) providing through service to adjoining jurisdictions in those cases where the market clearly justifies such service.

In order to manage resources effectively, MTC will focus on a limited number of high priority improvements, transfer project leadership from MTC to one or more transit agencies where possible upon agreement of project partners, and establish priorities for implementing new projects.

The Commission has established specific transit operator requirements to implement a coordinated regional network of transit services and to improve overall service productivity as defined in the Transit Connectivity Plan. Any agency that is an eligible recipient of funds subject to allocation or programming by MTC is subject to these requirements, including, but not limited to the following:

1. Altamont Commuter Express
2. Alameda-Contra Costa Transit District
3. Bay Area Rapid Transit District
4. Caltrain
5. Capital Corridor Joint Powers Authority
6. Central Contra Costa Transit Authority
7. Dumbarton Bridge Route Operating Consortium
8. Eastern Contra Costa Transit Authority
9. Golden Gate Bridge, Highway and Transportation District
10. Livermore Amador Valley Transit Authority
11. Marin County Transit District
12. Napa County Transportation Planning Agency
13. San Francisco Municipal Transportation Agency
14. San Mateo County Transit District
15. Santa Clara Valley Transportation Authority
16. Solano Transportation Authority
17. Sonoma County Transit
18. Sonoma Marin Area Rail Transit
19. Transbay Joint Powers Authority
20. Union City Transit
21. Water Emergency Transportation Authority
22. Western Contra Costa Transit Authority
23. City of Alameda
24. City of Benicia
25. City of Cloverdale
26. City of Dixon
27. City of Emeryville
28. City of Fairfield/Suisun City Transit
29. City of Healdsburg
30. City of Petaluma
31. City of Rio Vista
32. City of Santa Rosa
33. City of Vacaville
34. City of Vallejo

A. Operator Implementation Requirements

1. Implementation Requirements

The region has a history of implementing projects to improve transit coordination. Early efforts focused on regional programs and policies such as disseminating tax-free transit benefits and making paratransit eligibility determinations. More recent efforts, such as the Transit Connectivity Plan, identified improvements to (1) designated regional transit hubs, including way-finding signage and transit information, real time transit information, schedule coordination, last-mile services and hub amenities, and (2) system wide connectivity improvements, including 511 information and Clipper®.

Specific implementation requirements for transit operators are listed in Appendices to this Attachment:

- Appendix B-1, 511 Transit Program Requirements (including real-time transit);
- Appendix B-2, Regional Transit Hub Signage Program Requirements;
- Appendix B-3, Clipper® Implementation Requirements; and
- Appendix B-4, Maintenance of Existing Coordinated Services.

As MTC continues to address recommendations from the Transit Connectivity Plan and other emerging issues such as Transit Sustainability, new implementation requirements may become necessary. The appendices may be modified to reflect changes in implementation

responsibilities, following the procedures outlined in this Attachment B, and subject to approval by the Commission.

2. SB 602 Fare and Schedule Coordination Requirements

Currently, each operator certifies its adherence to the provisions of SB 602 (Statutes 1989, Chapter 692, Government Code Section 66516, and as subsequently amended) as part of the annual allocation process for TDA and STA funds when requests for these funds are submitted to MTC. The SB 602 requirements are now incorporated into this Res. 3866, and each operator's compliance will be monitored accordingly. Per the requirements of SB 602, each transit agency in the region has a revenue sharing agreement with every connecting agency. In some cases, this takes the form of a reciprocal agreement to accept each other's passengers free of charge or to honor each other's period passes or single-trip transfers for a discounted fare. The BART/Muni FastPass is an example of a joint fare instrument to address SB602 requirements. Each transit agency in the region is required to maintain these reciprocal agreements as a condition of receiving STA funds (Gov. Code 66516).

3. Preserve Ability to Post and Disseminate Transit Information

MTC expects transit operators to preserve rights for MTC and connecting transit operators to post and disseminate connecting transit information for free within their facilities. This would include but not be limited to route, schedule, fare, real-time transit information and information about regional transit projects (511, Clipper®). For any transit agency that has already entered into a third-party agreement that compromises these rights, MTC expects the transit agency to make good faith efforts to reinstate these rights in their agreement at the earliest opportunity and, at a minimum, to reinstate such rights in future agreements or renewals entered into after adoption of this Resolution. Nothing herein shall be interpreted as requiring transit agencies to display advertising. Rather, the objective is to provide transit customers with pertinent information that improves their transit experience.

B. Cost-Sharing

Implementation activities and other new transit connectivity and coordination efforts added to these Implementation Requirements will be funded with MTC discretionary funds, transit agency funds, and/or in-kind contributions of MTC and transit agency staff resources. If MTC considers adding new projects or services, MTC would implement the consultation process described in Section C below to vet any expected cost impacts on the operators. Transit agencies are required to waive all agency fees (for permits, etc.) they would otherwise charge to MTC, other transit operators or third-party contractors to implement and maintain regional transit coordination projects detailed in these requirements. Unless otherwise noted, MTC and transit agencies are expected to cover the cost to implement their respective roles and responsibilities as identified in these requirements or in pre-existing agreements. As specific initiatives move to implementation, a lead agency may be designated to coordinate implementation activities on behalf of the other participating transit agencies. Any agency that assumes this lead role and incurs costs that it would otherwise not assume in order to perform this function may be reimbursed, based upon an equitable agreement with the participating agencies, on a marginal cost basis (i.e., the additional cost the transit operator incurs to perform the work).

C. Consultation Process

MTC will consult with transit agencies when defining new coordination requirements for inclusion in Res. 3866 or when updating or revising requirements already in Res. 3866.

MTC will first consult with one or more of its technical advisory committees (TACs) to receive transit agency input on the specific implementation requirements. MTC will notify TAC members of the meetings and provide agendas in advance, and facilitate TAC discussions. Affected transit operators are expected to participate. Transit agencies are responsible for ensuring that the appropriate staff attends TAC meetings, that they participate in discussions in good faith, and that they communicate with other relevant staff within their agency (including those employees whose work may be affected) and executive management so that timely and constructive agency feedback can be provided to MTC. MTC will consider TAC input when formulating draft policy. In cases where there is no relevant TAC to address the issue under consideration, MTC will formulate draft policy and solicit feedback from general advisory groups, such as the Partnership Technical Advisory Committee (PTAC) or the Transit Finance Working Group.

At its discretion, MTC may also solicit input from the Partnership Board, the Partnership Technical Advisory Committee, the Transit Finance Working Group and MTC's Policy Advisory Council prior to Commission action. Following consultation with the TAC(s) and/or other advisory groups, MTC will solicit feedback from the Partnership Transit Coordination Committee. MTC will provide notification of the proposed PTCC meeting and agenda through written communication to transit general managers and transit program coordinators and posting of the meeting materials on MTC's web site.

After consulting with transit agencies, MTC will forward staff's recommendations to the MTC Operations Committee and the Commission.

D. Sanctions

The Commission expects each transit agency to comply with the requirements outlined in this Resolution and its Attachments as a condition of eligibility for STA and TDA funds, Regional Measure 2 funds, transit capital funds (including federal transit formula funds, STP, CMAQ and STIP funds) and other funds subject to Commission programming and allocation actions. MTC intends that the region's transit agencies will implement these requirements in good faith and cooperation among themselves and with MTC. The sanction of withholding, restricting or re-programming funds to enforce cooperation will be exercised by MTC in cases where an agency fails to meet or fails to exhibit good faith in meeting these requirements. In such cases, MTC staff will notify the agency of the possibility that a sanction may be imposed. This notification will also recommend corrective actions that the agency should take to meet the implementation requirements. The notification will be sent no less than sixty (60) days prior to forwarding an MTC staff recommendation to the Commission.

Appendix B-1
511 Transit Information Requirements

MTC provides static transit data (i.e. schedules/trip planning information) through the 511 phone and web service and real-time transit departure information through the 511 phone and web services and the Regional Hub Signage Program. MTC requires the full participation and support of all transit agencies to deliver quality and timely information. MTC and the transit agencies have jointly developed data transfer mechanisms for schedule, trip planner and real-time transit data and identified appropriate roles and responsibilities for all parties, as documented in "*511 Transit Program Roles and Responsibilities*." MTC will review these requirements on an as-needed basis with transit agency partners. Additionally, MTC and the Real-Time Transit TAC developed "*Real-time Transit Information System System Requirements*" that detail the system requirements for all parties. The two documents are available at: http://www.mtc.ca.gov/planning/tcip/. The key roles and responsibilities to provide transit agency data on 511 services are as follows:

Transit Agencies will:

Generally:

1. Participate in MTC's 511 RTIS and Real-Time Transit Technical Advisory Committees.
2. Support, fund and staff their roles and responsibilities related to the 511 services as described below.
3. Notify transit customers of the availability of 511 information and 511.org on transit agency web sites, in printed materials, at bus stops/rail stations, and on other transit agency information channels.

For Static Transit Information (Schedules/Trip Planner):

4. Provide accurate, complete, timely information regarding transit routes, stops, schedules, fares for dissemination on all 511 features and services.
5. Transmit schedule and other transit service information to MTC in advance of any schedule changes to allow for MTC's timely inclusion in the 511 Transit website. MTC will provide a schedule identifying the necessary advance time.
6. Perform quality control review (focusing on data changed for upcoming service revisions) on a representative sample of agency service data prior to transmittal to MTC for MTC's timely inclusion in 511's features and services.

For Real-time Transit Information:

7. Provide prediction data to the Regional System by establishing and maintaining a data connection to the Regional System and operating and maintaining an interface application.
8. Meet requirements, as defined in "*Real-time Transit Information System System Requirements*", including the standard interface requirements, and in "*511 Transit Program Roles and Responsibilities*".
9. Conduct on-going performance monitoring to ensure accurate and timely transfer of data to the Regional System and accurate provision of prediction data to the public, in collaboration with MTC.
10. Ensure that there is no impact to its provision of prediction data to 511 in the event that the transit agency provides its specific prediction data to a third party.

11. Provide service disruption information to 511 where available and logistically feasible through agreed upon formats.

MTC will:

Generally:

1. Organize and facilitate MTC's 511 Transit RTIS and Real-time Transit Technical Advisory Committees (TAC).
2. Fund, operate, and maintain the 511 services for regional transit information, including 511.org, the 511 transit website, 511 phone, regional real-time transit signs at transit hubs, and other relevant new applications.
3. In collaboration with transit agencies, conduct performance monitoring to ensure accurate and timely transfer of both static and real-time transit data to the Regional 511 System.

For Static Transit Information (Schedules/Trip Planner):

4. Notify transit customers of the availability of transit agency websites at appropriate locations on web site pages of 511.org.

For Real-time Transit Information:

5. Share with third party vendors and the general public the real-time transit data as described in "*511 Transit Program Roles and Responsibilities*".
6. Provide agencies with contact information for the 511 Traveler Information Center (TIC) to allow for the posting of real-time transit service disruption/emergency information on 511.

Appendix B-2
Regional Transit Hub Signage Program Requirements

MTC and transit agencies have developed the Regional Transit Hub Signage Program Technical Standards and Guidelines (e.g. 'the Standards') to ensure consistency across the region as the signage is deployed and maintained. A detailed version of the Standards is available at: http://www.mtc.ca.gov/planning/tcip/. The Standards may be periodically updated to reflect their evolution through the Concept Plan and Design/Plan, Specification and Estimates phases of implementation.

The Standards include:

1. Four main sign types: directional signs, wayfinding kiosks, transit information displays, real-time transit information displays.
2. Guidance to locate signs at key decision points between transit operator services.
3. Design elements to establish a common "look" and "feel" for the signage including:
   - Orange 'i' icon on a green background;
   - Standard logos, icons, arrows and messages and an organizing hierarchy;
   - Standard 'frutiger' font;
   - Hierarchy for the location of information in each sign;
   - Consistent map orientation and colors;
   - Directional map compass and walking distance/time radius;
   - Transit stop designation through agency logo/mode icon/route number 'bubbles'; and
   - Prominent 511 logo/message and regional transit program information.

Transit Agencies will:

1. Lead and/or actively participate in the process to implement the Hub Signage Program. Participate on the Transit Connectivity TAC.
2. Comply with the Standards which generally apply to the 21 regional transit hubs identified in the Transit Connectivity Plan and three airports. Where exceptions to the Standards are desired, transit operators must seek prior approval from MTC. Where ambiguity in the Standards exists, transit operators shall request clarification from MTC.
3. Comply with cost responsibilities. Per Res. 3771 (July 2006), costs associated with implementing the Regional Transit Hub Signage Program at the 24 hubs are shared. A revised matrix clarifying cost responsibility by sign type is included as Appendix B-2, Attachment 1. After initial installation, maintenance and replacement of each sign shall be the responsibility of the assigned transit agency.
4. Comply with task responsibilities (O&M, replacement and ownership) further detailed in Appendix B-2, Attachment 1. MTC expects that transit agencies will jointly confirm task responsibility for each sign at each hub during the Concept Plan phase, prior to sign installation, which will ultimately be documented in a table titled "Hub Signage Program Sign Ownership", incorporated herein by reference, and posted on MTC's website at http://www.mtc.ca.gov/planning/tcip/. In most cases, the transit agency that owns the property on which the sign is installed will be assigned responsibility. For signs installed on property not owned by a transit agency, the transit agency providing the most service

(passenger boardings) in the area of the sign will be assigned responsibility. Some negotiation between transit agencies may be necessary depending on sign location. Signs will not be installed until task responsibilities are final. Once installed, transit agencies must comply with the agreed-upon task responsibilities.

5. Facilitate the permitting of signs by waiving all fees that a transit agency would usually charge for sign installation on its property or leased operating area.
6. As transit agencies plan new facilities or prepare for major remodels of existing facilities, they shall consult with MTC early in the planning process for applicability of the Standards to the project.

MTC will:

1. Develop, document and periodically update regional sign Standards.
2. Support coordination of Hub Signage Program implementation at all 24 hubs.
3. Comply with cost and task responsibilities detailed in Appendix B-2, Attachment 1.
4. Solicit feedback from transit agencies on significant changes to regional policy affecting the 24 hubs through the Transit Connectivity Technical Advisory Committee.
5. As resources permit, provide technical assistance to transit agencies wishing to extend the regional sign Standard to non-regional hubs.

Appendix B-2, Attachment 1: Hub Signage Program Cost/Task Responsibilities

			Cost Responsibility		Task Responsibility	
Hub Signage Program Element	**Task**	**Est. Cost**	**Regional**	**Operator***	**Regional**	**Operator***
All Sign Types	1. Initial Deployment	$10,053,000				
	Concept Plans; Design/PSEs, Procure, Fabricate & Install		X		MTC-led hubs	BART Santa Rosa
Directional/Wayfinding Signs (including hub identification signs)	2. Annual Operations and Maintenance (O&M), including:	$680,000				
	Info. content, electricity, cleaning, graffiti removal, repairs			X		X
	3. Lifecycle Replacement	(included in #2)				
	Planning, procurement, coordination, installation			X		X
	4. Ownership	(included in #2)				
	Insurance liability, warranty claims			X		X
Wayfinding Kiosks	5. Annual Operations and Maintenance (O&M), including:	(included in #2)				
	Electricity, regular cleaning and graffiti removal, repairs			X		X
	Information content, quarterly cleaning		X		X	
	6. Lifecycle Replacement	(included in #2)				
	Planning, procurement, coordination, installation			X		X
	7. Ownership	(included in #2)				
	Insurance liability, warranty claims			X		X
Real-Time Transit Signs	8. Annual Operations and Maintenance (O&M), including:	$254,000				
	Electricity, communications, cleaning, graffiti removal, repairs, status reporting			X		X
	Information content		X		X	
	9. Lifecycle Replacement	$240,000				
	Planning, procurement, coordination, installation		X			X
	10. Ownership	(included in #8)				
	Insurance liability, warranty claims			X		X
Transit Information Displays	11. Annual Operations and Maintenance (O&M), including:	$177,000				
	Regular cleaning, damage/graffiti reporting			X		X
	Information content, electricity, communications, quarterly cleaning/graffiti removal, repairs, status reporting		X		X	
	12. Lifecycle Replacement	(included in #11)				
	Planning, procurement, coordination, installation			X		X
	13. Ownership	(included in #11)				
	Insurance liability, warranty claims			X		X
Totals	**Initial Capital Costs**	**$10,053,000**				
	Annual O&M, Replacement Costs	**$1,351,000**				

**In most cases, the transit agency who owns the property on which the sign is installed is responsible. For signs installed on property not owned by a transit operator, the transit agency providing the most service (passenger boardings) in the area of the sign is responsible. Sign responsibility will be confirmed as part of project planning prior to installation.*

Appendix B-3
Clipper® Implementation Requirements

This Appendix defines the Commission's expectations of the transit agencies to ensure a successful operation of the Clipper® (formerly TransLink®) system in three sections:

I. Participation Requirements
II. Regional Clipper® Communications and Marketing Activities
III. Fare Media Transition Schedules by Specific Operators

Section I describes general Clipper® implementation requirements for participating operators.

Section II defines expectations for communications and marketing: a program area critical to smooth implementation of a full transition to Clipper® that can only be addressed through a collaborative, regional approach.

Section III establishes the dates by which the transit agencies that are currently operating Clipper® will transition their existing prepaid fare media to Clipper®-only availability.

I. Participation Requirements

The following transit agencies are currently operating Clipper® as their fare payment system: AC Transit, BART, Caltrain, Golden Gate Ferry and Transit, SFMTA, SamTrans, and VTA. Six of these agencies (not including Caltrain) were slated to be the first to operate Clipper® and were classified as charter members in the Clipper® Consortium, formed on December 12, 2003 by MTC and the six transit operators entering into the TransLink® Interagency Participation Agreement (IPA).[1] All seven agencies have negotiated and are in the process of entering into a Memorandum of Understanding (MOU) that will supersede the IPA when executed by all seven agencies and MTC. References in this Attachment to the IPA shall be read and understood to be references to the MOU after it becomes final.

The following describes general Clipper® implementation requirements for participating operators.[2] An operator's failure to meet one or more of these requirements may result in non-compliance with Resolution 3866.

1. Implement and operate the Clipper® fare payment system in accordance with the Clipper® Operating Rules, as adopted and amended from time to time by MTC. The current Clipper® Operating Rules (approved in October 2010) are incorporated herein by this reference. The Clipper® Operating Rules establish operating parameters and procedures

[1] MTC withdrew from the Consortium effective July 1, 2010, as permitted by the IPA; however, certain of its provisions related to cost allocation and indemnification continue to apply to MTC.

[2] Items 1-6 are based on provisions of the IPA, as amended on June 27, 2005 and December 4, 2007, revised in light of MTC's withdrawal from the Consortium.

for the consistent and efficient operation of Clipper® throughout the region and are available on MTC's website at http://www.mtc.ca.gov/planning/tcip/.

2. Pay its share of variable operating costs, according to the cost allocation formula set forth in Appendix A to the IPA, Cost Allocation and Revenue Sharing, except to the extent such costs are reduced by the incentive payments made by MTC (as referenced in Appendix A to the IPA).

3. Abide by the revenue sharing formula in Appendix A to the IPA.

4. Make its facilities and staff available to MTC and the Clipper® Contractor for implementation of Clipper®. Any Operator and MTC may agree to an Operator-Specific Implementation Plan, setting forth specific requirements regarding implementation and operation of Clipper® for such Operator.

5. Make determinations regarding the placement of Clipper® equipment on the Operator's facilities and equipment; perform necessary site preparation; attend Clipper® Contractor training on the use of the Clipper® equipment; and provide training to employees using the equipment.

6. Accept transfer of ownership of equipment one year following Conditional acceptance by each Operator, as defined in Section 8.3 of the Clipper® Contract (or for Phase 3 operators one year following Acceptance, as established by contract change order.[3]) Maintain and track a list of all equipment.

7. Perform actions necessary to support transfer of ownership of the Clipper® bank accounts from BART to MTC. MTC must have fiduciary responsibility for patrons' prepaid balances no later than the date on which MTC's withdrawal from the Consortium becomes effective.

8. Implement, operate and promote Clipper® as the primary fare payment system for each Operator. Clipper®'s primary market is frequent transit riders (i.e., commuters and transit passholders). Operators shall not establish other fare payment systems or fare policies that could deter or discourage these patrons' preference to use Clipper®. Operators shall set fares so that fares paid with Clipper® are equivalent or lower than fares paid either with cash or other forms of payment.

   No new non-Clipper® prepaid fare product, other than for promotional, special event or limited-audience—e.g., tourist—fares, shall be created by any transit operator without consulting with and receiving prior approval from MTC.

   Nothing in this provision is intended to discourage operators from providing leadership on new technologies or innovations that would offer improvement to fare collection

[3] The Clipper® Contract refers to the Design Build Operate Maintain contract between MTC and Cubic Transportation Systems, Inc. for the Clipper® fare payment system. The contract was assigned to Cubic on July 2, 2009 and has an operating term extending through November 2, 2019.

operations or the customer experience. The expectation is that these new initiatives should leverage the attributes and assets of Clipper®, not compete with Clipper® or undermine customers' preference to use Clipper®.

9. Perform first-line maintenance upon Clipper® equipment located on their facilities or vehicles, promptly notify the Clipper® Contractor when second-line maintenance of Clipper® equipment is needed, promptly notify MTC and the Clipper® Contractor of any issues affecting daily financial reconciliation or accuracy of system reports, issue all types (including, but not limited to, cards configured as senior or youth) of Clipper® cards and add value to existing Clipper® cards from all Ticket Office Terminals located at their business facilities, and provide at least the same level of front-line customer service to their patrons using Clipper® as to patrons using other forms of fare payment.

10. Sufficiently train and educate agency personnel who have Clipper®-related responsibilities so those personnel are able to carry out the requirements placed upon operators in this Resolution.

11. Assist MTC, as necessary, to develop a program for Transit Capital Priorities (TCP) funds for the purpose of procuring and installing end-of-lifecycle Clipper® equipment and to submit and administer grants for programmed TCP funds on a "pass-through" basis.

12. Upon transfer of ownership of equipment, take financial responsibility for replacement of equipment damaged in-service due to vandalism or any other cause not covered by the Clipper® Contract warranty.[4]

II. Regional Clipper® Communications and Marketing Activities

1. Effective Date. For operators currently operating the Clipper® system, these Clipper® marketing and communications requirements are effective immediately. For operators not yet operating Clipper®, the requirements are effective two months after MTC's approval of the Clipper® system as Revenue Ready for that operator.

2. General Requirements. Operators shall present Clipper® to customers, employees and media as a fully operational fare payment option. This includes, but is not limited to, identification of Clipper® as a fare payment option in brochures, websites, advertisements, schedules/timetables, email newsletters, internal memos, bulletins and training manuals, and any other materials that describe an operator's fare payment options. Operators shall present Clipper® as an option so that Clipper® has equal or greater prominence than the presentation of other payment options. Each operator shall incorporate and/or modify the presentation of Clipper® in existing brochures, websites, schedules/timetables, etc. whenever the operator next updates the content of these items.

   In all cases, operators' marketing and communications about Clipper®, whether in brochures, websites, advertisements or other forms, shall adhere to Clipper® brand guidelines developed

[4] MTC shall procure replacement equipment on an operator's behalf, and operators shall pay for the full cost of the equipment including all installation costs and materials.

by MTC with input from transit operators. The Clipper® Brand Guidelines are available athttps://www.clippercard.com/ClipperWeb/toolbox.do.

3. Equipment Identification. If not already identified as such, operators shall identify Clipper®-compatible fare payment and Clipper®-compatible vending equipment with a decal or other visual identifier to indicate the equipment's Clipper® compatibility.
4. Operator Training. Operators shall ensure appropriate Clipper®-related training for transit operator staff including, but not limited to, vehicle operators, station agents, conductors, customer service personnel, proof of payment officers, ticket sales staff and any other personnel responsible for interacting with customers concerning payment options.
5. Marketing Coordination. Operators shall participate in the development and implementation of a Clipper® marketing and communications initiative that will begin approximately June 1, 2010. This includes, but is not limited to:
   - Staff participation in the development and implementation of the initiative;
   - Dissemination of Clipper® brochures and/or other information materials on vehicles and/or in stations in a manner consistent with the operator's dissemination of other similar operational information; and
   - Providing information about Clipper® utilizing space available on vehicles and/or in stations that is already used by the operator for dissemination of operational information (space available includes, but is not limited to, car cards, posters, and electronic displays).
6. Funding. Funding for the initial phases of the communications and marketing program shall come from the marketing funds already in the Clipper® capital budget and previously assigned to individual operators.

III. Fare Media

The tables below set forth ***the fare media*** that the designated operator shall convert to Clipper®-only availability and ***the date*** by which the operator shall no longer accept such fare media in its existing form. In general, MTC has emphasized with each operator a transition of those fare products which currently represent a significant portion of that operator's boardings.

An operator will be excused from compliance with a transition date requirement for particular fare media, if the Clipper® Contractor has not met at least 80% of the cardholder support service level standards set forth in Section B.1.12 of the Clipper® Contract for the two calendar months ending one month before the scheduled transition date. The operator's transition date requirement for the affected fare media will be reset to one month after the Clipper® Contractor has met at least 80% of the Clipper® Contract's cardholder support service level standards for two consecutive calendar months.

AC Transit will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
EasyPass	Transition done	
31-Day Transbay Pass – Adult	Transition done	
Bear Pass (U.C. Berkeley Employee Pass)	Transition done	
10-Ride Ticket – Youth	Transition done	
10-Ride Ticket – Adult	Transition done	
31-Day Local Pass – Youth	Transition done	
31-Day Local Pass – Adult	Transition done	
10-Ride Ticket – Senior/Disabled	Transition done	Product in paper form was effectively eliminated upon transition of Youth 10-Ride Ticket to Clipper®-only.

BART will transition its existing fare media by the following dates:

Fare Media	Date for Ending Sales and/or Acceptance of Listed Prepaid Fare Media	Comments
EZ Rider card as payment for transit	Transition done	
High Value Discount (HVD) adult magnetic stripe ticket (blue)	12/31/2011	• Prior to 12/31/11, BART must discontinue sales of HVD tickets except as noted below; however, BART may continue accepting HVD tickets for fare payment after 12/31/2011. • BART may continue sales of HVD tickets for a limited period of time at seven My Transit Plus locations currently operating in BART stations. This exception shall remain in effect until 60 days after: (i) The Clipper® equivalent of HVD tickets becomes available through WageWorks and Edenred USA (parent company of Commuter Check); and (ii) The Clipper® Contractor completes the requirements in Section 2.3 of Clipper® Contract Change Order 122.
Senior magnetic stripe ticket (green)	12/31/2011	• Prior to 12/31/11, BART must discontinue sales of green tickets except as noted below; BART may continue accepting green tickets for fare payment after 12/31/2011. • BART may continue sales of green tickets at a limited number of existing sales locations. The number of locations and the length of time sales can continue is subject to mutual agreement by MTC and BART after public comment.

(table continues on following page)

Fare Media	Date for Ending Sales and/or Acceptance of Listed Prepaid Fare Media	Comments
Youth and disabled magnetic stripe ticket (red)	12/31/2011	• Prior to 12/31/11, BART must discontinue sales of red tickets except as noted below; BART may continue accepting red tickets for fare payment after 12/31/2011. • BART may continue sales of red tickets at a limited number of existing sales locations. The number of locations and the length of time sales can continue is subject to mutual agreement by MTC and BART after public comment.
Student magnetic stripe ticket (orange)	Requirement waived	Product not available on Clipper®. Recommend that BART align its definition of youth/student discount with all other operators in region and eliminate this fare product.

Caltrain will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Full Fare Monthly Pass	Transition done	
8-ride Ticket	Transition done	
Caltrain + Muni Monthly Pass	Transition done	
Eligible Discount Monthly Pass	Transition done	
8-ride Eligible Discount Ticket	Transition done	

Golden Gate Transit and Ferry will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
$25 Value Card	Transition done	
$50 Value Card	Transition done	
$75 Value Card	Transition done	

The fare products listed below are issued by Marin Transit, yet accepted on vehicles operated by Golden Gate Transit within Marin County. If MTC and Marin Transit reach agreement whereby Marin Transit begins to accept Clipper® as a fare payment method, each of the fare media listed below shall be converted to Clipper®-only availability within six months after implementation of a Clipper® version of such fare media.

- $18 Value Card
- $36 Value Card
- Marin Local 1-Day Pass
- Marin Local 7-Day Pass
- Marin Local 31-Day Pass
- Marin Youth Pass

San Francisco MTA will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Monthly Passes		
Adult BART/Muni Monthly Pass	Transition done	
Adult Muni Monthly Pass	Transition done	
Senior Muni Monthly Pass	Transition done	
RTC/Disabled Monthly Pass	Transition done	
Youth Monthly Pass	Transition done	
Visitor/Cable Car		
1 Day Passport	Requirement waived	Product not currently available on Clipper® limited-use (LU) tickets. However, LUs are preferred implementation option.
3 Day Passport	Requirement waived	Product not currently available on Clipper® limited-use (LU) tickets. However, LUs are preferred implementation option.
7 Day Passport	Requirement waived	Product not currently available on Clipper® limited-use (LU) tickets. However, LUs are preferred implementation option.
Ticket Books/Tokens		
Adult Single Ride Ticket Book	Transition done	
Inter-Agency Transfers		
BART Two-Way Transfer	Transition done	
BART/Daly City Two-Way Transfer	3/1/12	
Golden Gate Ferry Two-Way Transfer	Transition done	
Transfers		
Bus Transfers	6/30/13	
Metro/Subway Transfers	Transition done	
ADA Transfers	Transition done	

SamTrans will transition these existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Local Monthly Pass	12/31/11	• 12/31/11 transition date subject to change if forthcoming Title VI assessment performed by MTC reveals any retailer deficiencies in specific locations that, in the opinion of MTC, need to be addressed prior to transition occurring. • SamTrans may continue to distribute paper form of this fare product through the county's social services agencies.
Local SF Monthly Pass	12/31/11	12/31/11 transition date subject to change if forthcoming Title VI assessment performed by MTC reveals any retailer deficiencies in specific locations that, in the opinion of MTC, need to be addressed prior to transition occurring.
Express Monthly Pass	12/31/11	12/31/11 transition date subject to change if forthcoming Title VI assessment performed by MTC reveals any retailer deficiencies in specific locations that, in the opinion of MTC, need to be addressed prior to transition occurring.
Eligible Discount Monthly Pass—senior/disabled	12/31/11	• 12/31/11 transition date subject to change if forthcoming Title VI assessment performed by MTC reveals any retailer deficiencies in specific locations that, in the opinion of MTC, need to be addressed prior to transition occurring. • SamTrans may continue to distribute paper form of this fare product through the county's social services agencies.
Youth Monthly Pass	12/31/11	• December 2011 date is when paper form of product is no longer available for purchase through retail outlets. SamTrans may continue to distribute paper form of this fare product through the county's social services agencies. • "Needy Family Youth Pass" may continue to be available in paper form through schools for eligible students only.

VTA will transition these existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Monthly Pass	6/30/2012	• Transition date subject to change if, by April 1, 2012, there are not at least 50 Clipper® vendors operational in VTA's service area, or MTC has not addressed any retailer deficiencies in specific locations based on Title VI assessment performed by MTC. • In such case, transition date will be the last day of the third month after conditions described above are met.
Monthly Express Pass	6/30/2012	Same comments as for Monthly Pass.
Day Pass Tokens	6/30/2012	Date is when product is no longer available for purchase through retail outlets.

If, 12 months after the VTA Day Pass Accumulator is available on Clipper, VTA has a Clipper® market penetration percentage rate lower than the weighted average of SFMTA's, AC Transit's, and SamTrans' Clipper® market penetration, then VTA will consider a fare discount that incentivizes use of Clipper®.

Other Operators

The following are general Clipper® implementation and fare media transition requirements for operators not yet operating Clipper®. Following MTC's approval of the Clipper® system as Revenue Ready for a given operator, MTC will work with the operator to identify more specific fare media transition plans. Unless otherwise approved by MTC, an operator shall (i) begin accepting Clipper® for fare payment by customers no more than two months following MTC's approval of the Clipper® system as Revenue Ready for the operator, and (ii) end acceptance of prepaid non-Clipper® fare media no more than one year following MTC's approval of the Clipper® system as Revenue Ready for the operator.

Appendix B-4
Maintenance of Existing Coordinated Services

The Commission's previously adopted Transit Coordination Implementation Plan (Resolution No. 3055) included a number of coordination programs that were not modified by the Transit Connectivity Plan. Of these, the Commission expects the transit operators to continue to support the following:

1. Regional Transit Connection (RTC) Discount Card Program – Provides identification cards to qualified elderly and disabled individuals for reduced fares on transit. Transit operators and MTC maintain memorandums of understanding about roles and responsibilities for program implementation. The RTC Discount Card is being incorporated into the Clipper® program
2. ADA Paratransit Eligibility Program – Consists of a regional application, a regional eligibility database administered by a transit agency on behalf of the region and universal acceptance across transit systems of all eligibility determinations. Transit operators have flexibility to tailor the application process to screen applicants to facilitate eligibility determinations.
3. Interagency ADA Paratransit Services – Establishes policies to promote a consistent approach to interagency paratransit passenger transfers (see Appendix A-4, Attachment 1).
4. Regional Transportation Emergency Management Plan – The Regional Transportation Emergency Management Plan (formerly know as the Trans Response Plan) is a framework to coordinate transit services during regional emergencies. Transit operators are required to participate in regional exercises to test the implementation of the plan. Transit agencies certify compliance through their annual State Transit Assistance (STA) funding claims process, and also address emergency coordination planning through their Short Range Transit Plans.
5. Regional Links/Express Bus/Feeder Bus Services – Regional Links include bus service across the Bay Bridge, Dumbarton Bridge, the San Mateo Bridge and the Richmond/San Rafael Bridge that has been incorporated into the Express Bus Services program funded with Regional Measure 2 (RM2), and will be monitored per RM2 requirements. Express Bus Services also include Owl Service which operates along the BART rail lines at night when BART is closed. Express feeder bus services to/from BART stations during peak periods are maintained through direct allocation of BART's STA funds to transit agencies as specified in the annual Fund Estimate. If STA is unavailable, BART's General Fund up to $2.5 million is available to support these services per existing agreement. If additional funding is needed, it will be subject to discussion on an annual basis.

Appendix B-4, Attachment 1
Requirements for Interagency ADA Paratransit Services

Note: Transit operators developed guidelines for interagency ADA paratransit services. MTC adapted these guidelines for the purpose of defining coordination requirements.

Consistent with the Americans with Disabilities Act (ADA) requirement to provide paratransit services that are complementary to fixed-route transit services, Bay Area transit operators have identified a transfer-oriented network of interagency paratransit services. Interagency paratransit trips may require a transfer between connecting paratransit providers at a location specified by the transit operator. The following regional requirements are intended to improve connections between paratransit services for both passengers and paratransit providers. The requirements establish regional protocol for how the system will operate as well as specify the responsibilities of paratransit providers to assure an efficient, user-friendly system.

1. All public transit agencies in the San Francisco Bay Area will honor the regional ADA Eligibility Process [as approved by transit agencies] when certifying an individual for ADA paratransit services.

2. Eligibility for an individual requesting interagency paratransit services will be verified through the ADA Paratransit Regional Eligibility Database.

3. Transit operators will develop and make available customer information on how to access and use interagency paratransit services. This information will be made readily available in accessible formats.

4. Interagency paratransit trips will usually require a transfer between connecting paratransit providers at a location specified by the transit operator. Transit operators will transfer passengers at designated transfer locations that, to the extent possible, are also used as fixed-route transfer sites. For operational efficiency or customer service quality, use of other transfer sites is not precluded. Operators will seek to establish transfer locations that are clean, safe, sheltered and well-lit with accessible telephones and restrooms nearby. Established interagency paratransit transfer locations on transit properties will be clearly marked with a consistent sign designed and adopted at the regional level.

5. For operational efficiency or customer service reasons, transit operators may:

    - transfer passengers to a connecting paratransit provider at a transfer location, including having the passenger wait without assistance until the connecting provider arrives; or
    - provide through-trip service into an adjoining transit agency's service area (not requiring a transfer); or

- provide transfer assistance to passengers at transfer points (waiting with the passenger until connecting provider arrives); and
- coordinate their schedules and dispatch procedures with connecting provider(s) on the day of service.

6. Coordinating Bay Area interagency paratransit reservations shall be the responsibility of paratransit providers. Subject to availability of rides, a single transit coordinator will be responsible to schedule an interagency paratransit trip (including round-trip service). For trips requiring coordination between only two transit operators, the operator in whose jurisdiction the trip originates will usually perform the function of trip coordinator to schedule the entire trip and to serve as a point of contact for passenger inquiries. For trips involving three or more paratransit providers, a regional trip coordinator may perform these functions.

7. Transit operators shall accept reservations for interagency paratransit trips according to their local advance reservation policies. When coordinating a trip, the shorter advance reservation period of the connecting agencies will apply. In some cases, the scheduling operator will be unable to determine the availability of a requested interagency paratransit trip until the shortest advance reservation period is open. If, due to differences in advance reservation periods, trip availability cannot be determined at the time the trip is requested, the scheduling operator will inform the passenger of when to call to complete the trip reservation process. In the meantime, the scheduling operator may book available legs of the requested trip according to local advance reservation policies.

8. Transit operators will charge a fare consistent with each individual operator's fare payment policy. All fares will be communicated to the passenger by the operator scheduling the first leg of the interagency paratransit trip at the time the ride is confirmed. Operators and MTC will work toward a regional fare payment method and/or regional fare policy for paratransit services.

APPENDIX A – 11

Regional Policies: Project Funding

Policies, Procedures and Project Selection Criteria for Developing the 2012 Regional Transportation Improvement Program (RTIP)

MTC Resolution No. 4028

Date: September 28, 2011
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4028

This resolution adopts the policies, procedures and project selection criteria for developing the 2012 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

Further discussion of these actions is contained in the MTC Executive Director's Memorandum to the MTC Programming and Allocations Committee dated September 14, 2011.

Attachment 1 – Policies, Procedures and Project Selection Criteria for the 2012 RTIP (with attachments)

Attachment 2 – STIP Amendment / Extension Rules and Procedures

Date: September 28, 2011
W.I.: 1515
Referred by: PAC

RE: Adoption of 2012 Regional Transportation Improvement Program (RTIP) Program Policies, Procedures, and Project Selection Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4028

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC adopts, pursuant to Government Code Section 65080, a Regional Transportation Improvement Program (RTIP) when additional STIP funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2012 RTIP, to include projects programmed in fiscal years 2012-13 through 2016-17; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2012 Regional Transportation Improvement Program (RTIP) will be developed; and

WHEREAS, the 2012 RTIP will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2012 RTIP, as set forth in Attachment 1 of this resolution, and be it further

RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment 2 of this resolution, and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on September 28, 2011.

2012
Regional Transportation Improvement Program

Policies, Procedures, and Project Selection Criteria

September 28, 2011

MTC Resolution No. 4028
Attachment 1

Metropolitan Transportation Commission
Programming and Allocations Section
http://www.mtc.ca.gov/funding/

2012 RTIP
Regional Transportation Improvement Program
Policies, Procedures and Project Selection Criteria
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2012 Regional Transportation Improvement Program (RTIP) Policies, Procedures and Project Selection Criteria

Background

The State Transportation Improvement Program (STIP) provides funding for a significant number of transportation projects around the State. As the Regional Transportation Planning Agency (RTPA) for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional project priorities for the STIP for the nine counties of the Bay Area.

The Regional Transportation Improvement Program (RTIP) is the region's proposal to the State for STIP funding, due to the California Transportation Commission (CTC) by December 15, 2011. The 2012 STIP will include programming for the five fiscal years from 2012-13 through 2016-17. The region may request advancement of future county shares.

2012 RTIP Development

The following principles will frame the development of MTC's 2012 RTIP, the region's contribution to the 2012 STIP.

- MTC will work with CTC staff, CMA's, transit operators, Caltrans, and project sponsors to prepare the 2012 STIP.

- Investments made in the RTIP must carry out the objectives of the Regional Transportation Plan (RTP), and be consistent with its improvements and programs.

- MTC may choose to consult with counties to consider programming a portion of their RTIP shares for projects that will meet a regional objective.

- MTC will continue to work with CMAs, transit operators, Caltrans and project sponsors to aggressively seek project delivery solutions. Through the use of AB 3090 authority, GARVEE financing, and federal, regional, and local funds, MTC will work with its transportation partners to deliver projects in the region.

- Each county's project list must be constrained within the county share limits unless arrangements have been made with other counties to aggregate the county share targets. MTC continues to support aggregation of county share targets to deliver ready-to-go projects in the region. CMAs that submit a list that exceeds their county share must identify and prioritize those projects that exceed the county share target.

Key Policies and Guidance

The following policies serve as the primary guidance in the development of the 2012 RTIP.

Key Eligibility Policies

Consistency with Regional and Local Plans

RTP Consistency

Transportation 2035 Plan, the 2009 Regional Transportation Plan (RTP) established a policy based on three strategies: adequate maintenance of the existing system, system efficiency, and strategic expansion. Programming policies governing the STIP and other flexible, multi-modal discretionary funding sources such as the federal Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality Improvement (CMAQ) funds need to be responsive to that policy. New projects submitted for RTIP consideration must include a statement addressing how the project meets the strategies set forth in the RTP.

Local Plans

Projects included in the RTIP must be included in a Congestion Management Plan (CMP) or Capital Improvement Program (CIP).

CTC Guidance

The California Transportation Commission (CTC) 2012 STIP guidelines were adoption on August 10, 2011. The MTC 2012 RTIP Policies, Procedures and Project Selection Criteria includes all changes in STIP policy implemented by the CTC. The entire CTC STIP Guidelines are available on the internet at: http://www.dot.ca.gov/hq/transprog/ocip.htm. All CMAs and project sponsors are required to follow the MTC and CTC STIP guidelines in the development and carrying out of the 2012 RTIP/STIP.

2012 RTIP Development Schedule

Development of the 2012 RTIP under these procedures will be done in accordance with the schedule outlined in Attachment A of these policies and procedures.

RTIP County Share Targets

Attachment B of the Policies and Procedures provides the county share targets for each county for the 2012 RTIP, as well as future county shares. Each county's project list, due to MTC in draft form by O, should be constrained within these county share limits; however, there may be opportunities to advance future county shares. It is expected that MTC's RTIP will be developed using a region-wide aggregate of county-share targets and advancement of future county shares.

Project Eligibility

SB 45 (Chapter 622, Statutes 1997) considerably expanded the range of projects that are eligible for consideration in the RTIP. Eligible projects include, state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

RTIP Project Solicitation

Each county congestion management agency (CMA), or countywide transportation planning agency for those counties that have opted out of the CMA requirement, is responsible for soliciting projects for its county share of the RTIP. The CMA must notify all eligible project sponsors, including

Caltrans and transit operators, of the process and deadlines for applying for RTIP funding, recognizing the expanded project eligibility allowed under SB 45.

Public Involvement Process

MTC is committed to having the CMAs as full partners in development of the RTIP. That participation likewise requires the full commitment of the CMAs to a broad, inclusive public involvement process. Federal regulations call for active outreach strategies in any metropolitan planning process, but opportunities for the public to get involved are especially important with the project selection process for the RTIP.

RTIP Projects in the Transportation Improvement Program (TIP)

In response to new state and federal requirements, RTIP funds must be programmed in the TIP prior to seeking a CTC allocation. In addition, a federal authorization to proceed (E-76) request must be submitted simultaneously with the RTIP allocation request to Caltrans and the CTC when the request includes federal funds – especially TE funds. Beginning in the 2012 RTIP, all projects are subject to be a mix of federal and state funds, and require a federal authorization to proceed. Additionally, all STIP projects are considered regionally significant and must have funds escalated to the year of expenditure, in accordance with federal regulations.

Regional Policies

ARRA RTIP Backfill Programming

In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding, MTC programmed $31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the $31 million, $29 million came from Contra Costa's STIP county share, and $2 million from Alameda's STIP county share. As part of MTC Resolution No. 3925, First Cycle Federal New Act Program, these funds were to be directed to Freeway Performance Initiative (FPI) projects. These amounts were not programmed by the CTC in the 2010 RTIP due to insufficient program capacity. Therefore, MTC will program the $31 million in the 2012 RTIP, in freed up RTIP capacity from these two counties, to FPI projects. As a result, Contra Costa's available programming capacity will be reduced by $29 million, and Alameda's available programming capacity will be reduced by $2 million in FY 2012-13. These funds and the FPI projects will have priority for programming in the 2012 RTIP.

Regional Planning, Programming, and Monitoring (PPM) funds

Passage of Assembly Bill 2538 (Wolk, 2006) allows all counties to program up to 5% of their county share to Planning, Programming, and Monitoring (PPM) purposes in the STIP. Since the MTC region previously was limited to a 1% limit, this change allows for a considerable increase in PPM funding available for programming. Attachment B gives amounts of new PPM amounts each county may program in FY 2015-16 and earlier, and in FY 2016-17. As agreed with the CMAs, MTC will program a portion of each county's PPM for regional PPM activities each year, with the new regional PPM amounts for FY 2015-16 and FY 2016-17 shown in Attachment B. MTC's currently programmed amounts for regional PPM activities in FY 2012-13, FY 2013-14, and FY 2014-15, shall not change in the 2012 RTIP. PPM programmed in the last three years of the 2012 RTIP may be re-evaluated in the 2014 RTIP.

Caltrans Project Nomination

Senate Bill 1768 (Chapter 472, Statutes 2002) authorizes the Department of Transportation to nominate or recommend projects to be included in the RTIP to improve state highways using regional transportation improvement funds. To be considered for funding in the RTIP, the Department must submit project nominations directly to the applicable CMA (or countywide transportation planning agency for those counties that have opted out of the CMA requirement). The Department should also identify any additional state highway improvement needs within the county that could be programmed within the 3 years beyond the end of the current STIP period. The Department must submit these programming recommendations and identification of state highway improvement needs to the CMA within the timeframe and deadline prescribed by the applicable CMA.

Title VI Compliance

Investments made in the RTIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. The CMA must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

Intelligent Transportation Systems Policy

In collaboration with federal, state, and local partners, MTC is developing the regional Intelligent Transportation Systems (ITS) architecture. The San Francisco Bay Area Regional ITS Plan is a roadmap for transportation systems integration in the Bay Area over the next 10 years. The plan provides methods to make the most out of technological advances by developing a strategy for deployment and a framework, or architecture, for linking the region's transportation systems.

MTC, state and federal agencies require projects funded with federal highway trust funds to meet applicable ITS architecture requirements. Since the 2006 RTIP, MTC requires that all applicable projects conform to the regional ITS architecture. Through the on-line Fund Management System (FMS) application process, 2012 RTIP project sponsors will identify the appropriate ITS category, if applicable. Information on the regional ITS architecture can be found at: http://www.mtc.ca.gov/planning/ITS/index.htm.

Traffic Operations System Policy for Major New Freeway Projects

It is the Commission's policy that all major new freeway projects included in the Transportation 2035 Plan and subsequent regional transportation plans shall include traffic operations system (TOS) elements to effectively operate the regions freeway system and coordinate with local transportation management systems. MTC requires that all applicable RTIP projects conform to the regional policy. For purposes of this policy, a major freeway project is a project that adds lanes to a freeway, constructs a new segment of freeway, upgrades a segment to freeway status, modifies a freeway interchange, modifies freeway ramps, or reconstructs an existing freeway. A project is considered new if it did not have an approved Project Study Report (PSR) by December 2004, or did not have

funds programmed for the construction phase in the STIP as of December 2004. Caltrans shall operate, manage, maintain and replace the TOS elements installed within its right-of-way.

Freeway Performance Initiative and Express Lane (HOT) Network

All projects on the state highway system must demonstrate a scope and funding plan that includes Traffic Operations System (TOS) elements, consistent with the section above. Projects must also include any additional traffic operations recommendations resulting from the Freeway Performance Initiative (FPI). Additionally, projects on the state highway system proposed for programming in the 2012 RTIP should be consistent with the planned Regional Express Lane (High-Occupancy Toll) Network and the FPI. For new RTIP funding commitments on the Regional Express Lane Network, the CMAs should work with MTC to determine the appropriateness of advance construction elements (such as structures and conduit) to support the future conversion of HOV lanes to express lanes if identified.

MTC Resolution No. 3866 Compliance – Transit Coordination Implementation Plan

On February 24, 2010, MTC approved Resolution No. 3866, which documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects. *If a transit operator fails to comply with Res. 3866 requirements, MTC may withhold, restrict or reprogram funds or allocations*. Res. 3866 supersedes MTC's earlier coordination plan, Res. 3055.

One goal of MTC staff in organizing Res. 3866 was to incorporate some detailed project information through reference rather than directly in the resolution in order to facilitate future updates of project-specific requirements. For this reason, some documents are referenced in Res. 3866 and available for download at http://www.mtc.ca.gov/planning/tcip. Transit operators must comply with these more detailed documents in order to comply with Res. 3866. MTC may periodically update these documents in consultation with transit agencies.

Accommodations for Bicyclists, Pedestrians and Persons with Disabilities

Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. Of particular note is Caltrans Deputy Directive 64 which stipulates: "pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products." In addition, MTC's Resolution 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. MTC's Regional Bicycle Plan, adopted as a component of the 2001 RTP, requires that "all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 64".

In selecting projects for inclusion in the RTIP, the CMAs and project sponsors must consider federal, state and regional policies and directives regarding non-motorized travel, including, but limited to, the following:

Federal Policy Mandates
TEA-21 states that, "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation projects, except where bicycle and pedestrian use are not permitted." (Section 1202)

The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes a number of clear statements of intent, and provides a best practices concept as outlined in the US DOT "Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure." (http://www.fhwa.dot.gov/environment/bikeped/Design.htm)

State Policy Mandates
California Government Code Section 65089(b)(1)(B)(5) requires that the design, construction and implementation of roadway projects proposed for funding in the RTIP must consider maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration.

Caltrans Deputy Directive 64 (http://www.dot.ca.gov/hq/tpp/offices/bike/sites_files/DD-64-R1_Signed.pdf), states: "the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."

Regional Policy Mandates
All projects programmed during the RTIP must consider the impact to bicycle transportation, pedestrians and persons with disabilities. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is incorporated as Part 6 of the Project Application. Furthermore, it is encouraged that all bicycle projects programmed in the RTIP support the Regional Bicycle Network. Guidance on considering bicycle transportation can be found in MTC's 2001 Regional Bicycle Plan (a component of the 2001 RTP) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state and regional polices for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: http://www.mtc.ca.gov/planning/bicyclespedestrians/.

State Policies

Grant Anticipation Revenue Vehicle (GARVEE) Bonding

Chapter 862 of the Statutes of 1999 (SB 928) authorizes the State Treasurer to issue GARVEE bonds and authorizes the California Transportation Commission (CTC) to select projects for accelerated construction from bond proceeds. Bond repayment is made through annual set asides of the county share of future State Transportation Improvement Program (STIP) funds. Bond repayments are typically made over several STIP programming periods.

In accordance with state statute and the CTC GARVEE guidelines, GARVEE debt repayment will be the highest priority for programming and allocation within the particular county Regional Improvement Program (RIP) share until the debt is repaid. In the event that the RIP county share balance is insufficient to cover the GARVEE debt service and payment obligations, the RIP county share balance for that particular county will become negative through the advancement of future RIP county share. Should a negative balance or advancement of capacity be unattainable, then funding for other projects using RIP county share within that particular county would need to be reprogrammed or deleted, to accommodate the GARVEE debt service and payment obligations.

The CTC is responsible for programming the funds, derived from federal sources, as GARVEE debt service and the State Treasurer is responsible for making the debt service payments for these projects.

AB 3090 Project Replacement or Reimbursement

AB 3090 (Statutes of 1992, Chapter 1243) allows a local jurisdiction to advance a project included in the STIP to an earlier fiscal year through the use of local funds. With the concurrence of the appropriate transportation planning agency, the California Transportation Commission and Caltrans, one or more replacement state transportation project shall be identified and included in the STIP for an equivalent amount and in the originally scheduled fiscal year or a later year of the advanced project. Alternately, the advanced project can be reimbursed in the originally scheduled fiscal year or a later year.

Projects approved for AB 3090 consideration must award a contract within six months of the CTC approval. Section 2.c of the AB 3090 Policy, adopted by the CTC in April 2003 states, "The local agency commits to award a contract or otherwise begin delivery of the project component within 12 months of the Commission's approval, with the understanding that the arrangement may be cancelled if that condition is not met." Note that the CTC adopted a new 6 month award deadline in June 2006, and the 6 month deadline supercedes the April 2003 language.

The allocation of AB 3090 reimbursement projects is the highest priority in the MTC region.

SB 184 Advance Expenditure of Funds

SB 184 (Statutes of 2007, Chapter 462) authorizes a regional or local entity to expend its own funds for any component of a transportation project within its jurisdiction that is programmed in the current fiscal year and for which the Commission has not made an allocation. The amount expended would be authorized to be reimbursed by the state, subject to annual appropriation by the Legislature, if (1) the commission makes an allocation for, and the department executes a fund transfer agreement for, the project during the same fiscal year as when the regional or local expenditure was made; (2) expenditures made by the regional or local entity are eligible for reimbursement in accordance with state and federal laws and procedures; and (3) the regional or local entity complies with all legal requirements for the project, as specified.

MTC discourages the use of SB 184 since allocation of funds is not guaranteed. Therefore, sponsors are exposing themselves to the risk of expending local funds with no guarantee that the STIP funds will be allocated.

Should a sponsor want to proceed with an SB 184 request, the sponsor must notify the CMA, MTC and Caltrans in writing on agency letterhead in accordance with Caltrans Local Assistance procedures.

AB 608 Contract Award Provisions

AB 608 authorizes the adjustment by the CTC of a programmed project amount in the STIP if the Caltrans-sponsored construction contract award amount for a project is less than 80% of the engineer's final estimate, excluding construction engineering.

The CTC will not approve any AB 608 request after 120 days from the contract award. Sponsors intending to take advantage of AB 608 project savings must notify Caltrans and the CMA within 30 days of the contract award, to ensure the request to the CTC can be processed in time to meet the CTC's deadline.

State-Only Funding

In 2011, the State adopted AB 105, which eliminates the sales tax on gasoline and replaces it with a commensurate increase in the excise tax on gasoline. Excise taxes are deposited into the State Highway Account, which also includes federal funds. Therefore, projects programmed in the 2012 STIP will receive a combination of state and federal funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules, unless they are granted a state-only funding exception by the CTC.

Article XIX Compliance for Transit Projects

Article XIX of the California State Constitution restricts the use of State Highway Account (SHA) funds on transit projects. In order for existing and new projects to be programmed in the STIP, the project sponsor or the CMA must provide documentation that verifies the STIP transit project is either 1) eligible for federal funds, or 2) meets Article XIX requirements that only fixed guideway projects in a county that has passed a measure authorizing the use of SHA funds on transit projects may use SHA funds. Also refer to the next section regarding "Matching Requirements"

Matching Requirements on Highway and Transit Projects

A local match is not required for projects programmed in the STIP, except under special situations affecting projects subject to Article XIX restrictions established by the State Constitution. Article XIX limits the use of state revenues in the State Highway Account (SHA) to state highways, local roads, and fixed guideway facilities. Other projects, such as rail rolling stock and buses, are not eligible to receive state funds from the SHA. Article XIX restricted projects must therefore be funded with either a combination of federal STIP funding and matching STIP funds from the Pubic Transportation Account (PTA), or with 100 percent federal STIP funds in the State Highway Account (which requires a non-federal local match of 11.47% from a non-STIP local funding source or approved use of toll credits).

Project sponsors wishing to use STIP PTA funds as matching funds for Article XIX restricted projects must note such a request in the "Special Funding Conditions" section of the RTIP Application Nomination sheet, and obtain approval from Caltrans through the state-only approval

process as previously described. Otherwise, the CTC may assume any Article XIX restricted STIP project will be funded with 100 percent federal funds.

Santa Clara GARVEE Debt Service

In accordance with MTC Resolution No. 3538, the debt service for the I-880/Coleman Avenue, SR-87 HOV Lanes (SR 85 to I-280), and the SR-87 HOV Lanes (I-280-Julian Street) projects will be paid from the Santa Clara County RIP county share balance. In the event that the Santa Clara County RIP county share balance is insufficient to cover the GARVEE debt service and payment obligations, the Santa Clara County RIP county share balance will become negative through the advancement of future Santa Clara County RIP county share. Should a negative balance or advancement of capacity be unattainable, then funding for other projects using Santa Clara County RIP county share would need to be reprogrammed or deleted, to accommodate the GARVEE debt service and payment obligations. As of the 2012 RTIP, all Santa Clara GARVEE commitments have been fully programmed, and no new GARVEE commitments are due from Santa Clara's new 2012 RTIP county shares.

Transportation Enhancement Policies

Federal Transportation Enhancement (TE) Funds – TE Reserves

MTC has held half of the region's Transportation Enhancement funds in reserve for regional priorities to be identified through future policy decisions. MTC will continue to hold half of the region's TE funds in reserve in the 2012 RTIP for future identified regional project(s). The project(s) would be programmed in the last two years of the 2012 RTIP. MTC will evaluate the potential uses of the regional TE funds in conjunction with the development of the OneBayArea grant program and will provide a recommendation at a later date.

SB 286 TE Prioritization of Conservation Corps Implemented Projects

In an effort to increase Conservation Corps participation on Transportation Enhancement projects, the Legislature approved SB 286 (2008, Lowenthal), which directs regional agencies to prioritize TE projects that partner with the Conservation Corps. Caltrans, in consultation with state and local Conservation Corps, CTC, and regional agencies, developed criteria for the prioritization of such projects (dated July 6, 2009). Regional agencies are now required to select TE projects based on the following criteria:

1. TE eligible projects whose sponsor is partnering with or has agreed to employ the services of the state or local conservation corps, shall be selected first for funding;
2. After all TE eligible projects described in paragraph (1) have been selected for funding, the remaining eligible TE projects may be selected.

TE project candidates that meet the following specific categories are exempt from the above selection criteria and may compete on an equal basis with all project candidates in category (1) above:

a. Projects that have been selected and programmed in an RTIP prior to June 25, 2009.
b. Projects for which no corps will partner with the sponsor or agree to provide services. A project sponsor can request this exemption only by certifying on the TE application with the concurrence of the California Conservation Corps and the California Association of Local Conservation Corps. The application must indicate that the sponsor notified both

organizations about the available project, but that no corps in the state was prepared to serve as a partner or provide services.

Note that a TE application is required for any new TE project as the PSR equivalent. Congestion Management Agencies are required to consider the above criteria and exemptions when selecting projects for inclusion into the RTIP.

Front Loading of Federal Transportation Enhancement Projects

The California Transportation Commission will allow for the front loading of Transportation Enhancement funds in the 2012 STIP. Therefore, counties are able to request programming of new TE projects in the first three years of the STIP. Previously, new projects were only allowed in the last two years of the STIP. However, projects programmed in the early years of the STIP must be ready to allocate the funds in the year of programming.

Transportation Enhancement Project Pre-Review by Caltrans Local Assistance

In many instances, projects proposed for the Transportation Enhancement program of the STIP encounter a number of unanticipated environmental and schedule issues that delay the project, causing a need for STIP time extensions. In order to minimize these unanticipated obstacles to project delivery, MTC requires Caltrans pre-review of all proposed TE projects in the 2012 RTIP. After the Congestion Management Agencies submit their projects to MTC for inclusion into the RTIP, MTC will transmit all TE Project Programming Request (PPR) forms and approved TE Applications to Caltrans District 4 Local Assistance for an additional cursory review. Local Assistance Engineers and Environmental staff may recommend changes to the project schedule and cost, based on known project conditions and environmental considerations. These recommendations will be reviewed with MTC and the CMA before being updated in the final 2012 RTIP submittal or subsequent updates through the California Transportation Commission prior to final 2012 STIP adoption.

Transportation Enhancement Project Delivery Deadlines

In order to more closely align Transportation Enhancement project delivery dates with the summer construction season, MTC will enforce new deadlines for TE projects. All TE project sponsors must submit a full and complete CTC allocation and federal Request for Authorization (RFA) package to Caltrans District 4 by December 1 of the fiscal year in which the project is programmed. This will give sufficient time for Caltrans and CTC to allocate the funds by the following February in order to obligate the funds by March 31. Exceptions to the regional TE delivery deadlines may be granted for extraordinary circumstances, such as for instances where the project has a scheduled award later than six months after the allocation date, as prescribed by CTC STIP guidelines. Any exceptions will be reviewed by the respective CMA and MTC, and granted on a case-by-case basis.

General Guidance

Project Advancements

If a project or project component is ready for implementation earlier than the fiscal year that it is programmed in the STIP, the implementing agency may request an allocation in advance of the programmed year. The CTC will consider making advanced allocations based on a finding that the allocation will not delay availability of funding for other projects programmed in earlier years than the

project to be advanced and with the approval of the responsible regional agency if county share funds are to be advanced. Project advancements are unlikely during the 2012 STIP period. In project and financial planning, sponsors should not expect the CTC to advance any projects.

Programming to Reserves

The counties and the region may propose to leave county share STIP funds unprogrammed for a time to allow adequate consideration of funding options for future projects. The CTC particularly encourages Caltrans and the regional agencies to engage in early consultations to coordinate their ITIP and RTIP proposals for such projects. Counties intending to maintain an unprogrammed balance of its county share for future program amendments prior to the next STIP must include a statement of the intentions for the funds, including the anticipated use of the funds, as well as the amount and timing of the intended STIP amendment(s). However, access to any unprogrammed balance is subject to availability of funds, and is not expected to be approved by the CTC until the next STIP programming cycle.

Countywide RTIP Listing

By October 14, 2011, each county Congestion Management Agency or countywide transportation planning agency must submit to MTC a draft proposed countywide RTIP project listing showing the proposed programming of county shares. The final list is due to MTC by October 24, 2011, and must include the final project applications for any new projects added to the STIP (or any significantly revised existing STIP projects) and appropriate project level performance measure analysis.

Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the 2012 RTIP must meet all MTC project-screening criteria listed in Attachment C of this guidance. Of utmost importance are the project readiness requirements.

RTIP Applications

Project sponsors must complete an application for each new project proposed for funding in the RTIP, consisting of the items included in Attachment D of this guidance. In addition to MTC's Fund Management System (FMS) application, project sponsors are to use the Project Programming Request (PPR) forms provided by Caltrans for all projects. CMAs should submit PPRs for all projects (including existing projects with no changes) on the revised form provided by Caltrans. The nomination sheet must be submitted electronically for upload into the regional and statewide databases. Existing projects already programmed in the STIP with proposed changes should still submit Part 1: Resolution of Local Support of Attachment D, as well as propose an amendment in MTC's FMS, and submit both electronically and in hard copy a revised PPR provided by Caltrans.

STIP Performance Measures

The CTC continues to require performance measures into the RTIP and ITIP review process for the 2012 RTIP. According to the STIP guidelines, a regional, system-level performance report must be submitted along with the RTIP submission. MTC staff will compile this report, focusing on applying the measures at the Regional Transportation Plan (RTP) level. In addition, project-level performance measure data will be reviewed for new projects greater than $50 million or 50 percent of a county's available share. An example of the analysis for reference is included in Attachment D: 2012 RTIP

Project Application. The CMAs are required to submit the project-level performance measures to MTC by the final application due date.

Regional Projects

Applications for projects with regionwide or multi-county benefits should be submitted to both MTC and the affected county CMAs for review. Regional projects will be considered for programming in the context of other county project priorities. MTC staff will work with the affected parties (CMAs and project sponsors) to determine the appropriate level of funding for these projects and negotiate county contributions of the project cost. County contributions would be based on population shares of the affected counties, or other agreed upon distribution formulas.

85-115% Adjustments

MTC may, pursuant to Streets and Highways Code Section 188.8 (k), pool the county shares within the region, provided that each county shall receive no less than 85 percent and not more than 115 percent of its county share for any single STIP programming period and 100 percent of its county share over two STIP programming cycles.

MTC may recommend use of the 85%-115% rule provided for in SB 45 to ensure, as needed, that the proper scope of projects submitted for programming can be accommodated. MTC will also work with CMAs to recommend other options, such as phased programming across STIP cycles, to ensure that sufficient funding and concerns such as timely use of funds are adequately addressed.

Timely Use of Funds Provisions and Deadlines

SB 45 established strict timely use of funds and project delivery requirements for transportation projects programmed in the STIP. Missing critical milestones could result in deletion of the project from the STIP, and a permanent loss of the funds to the county and region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the STIP. While SB 45 provides some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC has made it very clear that deadline extensions will be the exception rather than the rule. See Attachment 2 to MTC Resolution No. 4028 for specific timely use of funds deadlines.

Notice of Cost Increase

For projects with a total estimated cost over $25 million, the implementing agency must perform quarterly project cost evaluations. If a cost increase greater than 10 percent of the total estimated cost of the particular phase is identified, the implementing agency must notify and submit updated STIP Project Programming Request (PPR) form to the appropriate CMA and MTC. In the event that a project is divided into sub-elements, the implementing agency will include all project sub-elements (i.e. landscaping, soundwalls, adjacent local road improvements) in the quarterly cost evaluation.

Early notification of cost increases allows the CMA and MTC to assist in developing strategies to manage cost increases and plan for future county share programming.

Cost Escalation for Caltrans-Implemented Projects

In recent months, CTC has been very critical of unexpected cost increases to projects funded by the STIP. In order to ensure that the amounts programmed in the STIP are accurate, MTC encourages the CMAs to consult with Caltrans and increase Caltrans project costs by an agreed-upon escalation rate if funds are proposed to be shifted to a later year. This will currently only apply to projects implemented by Caltrans.

Notice of Contract Award

Caltrans has developed a procedure (Local Programs Procedures LPP-01-06) requiring project sponsors to notify Caltrans immediately after the award of a contract. Furthermore, Caltrans will not make any reimbursements for expenditures until such information is provided. Project sponsors must also notify MTC and the appropriate CMA immediately after the award of a contract. To ensure proper monitoring of the Timely Use of Funds provisions of SB 45, project sponsors are required to provide MTC and the county CMA with a copy of the LPP-01-06 "Award Information for STIP Projects – Attachment A" form, when it is submitted to Caltrans. This will assist MTC and the CMA in maintaining the regional project monitoring database, and ensure accurate reporting on the status of projects in advance of potential funding lapses. In accordance with CTC and Caltrans policies, construction funds must be encumbered in a contract within six months of allocation.

METROPOLITAN TRANSPORTATION COMMISSION 2012 Regional Transportation Improvement Program Final Development Schedule September 28, 2011	
March 23, 2011	Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting – San Diego)
May 11, 2011	CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting – Los Angeles)
June 20, 2011	Partnership Technical Advisory Committee (PTAC) / Programming and Delivery Working Group (PDWG) discussion and review of initial issues and schedule for 2012 RTIP
June 22, 2011	Caltrans presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting – Long Beach)
June 30, 2011	Governor signs State Budget
July 18, 2011	PTAC and PDWG review of proposed RTIP Policies and Procedures
July 27, 2011	CTC holds 2012 Fund Estimate Workshop and STIP Guidelines Hearing (Sacramento)
August 10, 2011	CTC adopts STIP Fund Estimate and STIP Guidelines (CTC Meeting – Sacramento)
September 2, 2011	Draft RTIP Policies and Procedures published online and emailed to stakeholders for public comment
September 14, 2011	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed RTIP Policies and Procedures
September 28, 2011	MTC Commission scheduled adoption of RTIP Policies and Procedures
October 14, 2011	CMAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit Routine Accommodations Checklist for new projects.
October 17, 2011	PTAC scheduled review of draft RTIP
October 24, 2011	Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Transportation Enhancement Application (approved by Caltrans), Resolution of Local Support, and Certification of Assurances due to MTC (**Final Complete Applications due**)
October 28, 2011	MTC submits Transportation Enhancement projects and applications to Caltrans District 4 for Local Assistance review
November 7, 2011	Draft RTIP scheduled to be available for public review
November 9, 2011	PAC scheduled review of RTIP and referral to Commission for approval
November 16, 2011	MTC Commission scheduled approval of 2012 RTIP
December 15, 2011	2012 RTIP due to CTC
February 1, 2012	CTC 2012 STIP Hearing – Southern California (Los Angeles)
February 8, 2012	CTC 2012 STIP Hearing – Northern California (CTC Meeting - Sacramento)
March 8, 2012	CTC Staff Recommendations on 2012 STIP released
March 28, 2012	CTC adopts 2012 STIP (CTC Meeting – Sacramento)

Shaded Area – Actions by Caltrans or CTC

MTC Resolution No. 4028
Attachment 1-B

Final 2012 STIP Fund Estimate County Targets

9/1/2011

Metropolitan Transportation Commission

All numbers in thousands

Table 1: County Share Targets

	a	b	a+b=c	d	e	c+d+e=f	g	f+g
	FY 2015-16 New Distrib.	FY 2016-17 New Distrib.	2012 STIP New Distrib.	2010 STIP Carryover Balance	Lapses*	2012 STIP Net Capacity	ARRA Backfill (Caldecott)	2012 STIP CMA Program Capacity
Alameda	8,910	20,348	29,258	5,414	700	35,372	(2,000)	33,372
Contra Costa	6,079	13,881	19,960	43,493	13,475	76,928	(29,000)	47,928
Marin	1,661	3,792	5,453	(35,192)	100	(29,639)		0
Napa	1,093	2,497	3,590	445	667	4,702		4,702
San Francisco	4,504	10,283	14,787	(1,673)	0	13,114		13,114
San Mateo	4,649	10,617	15,266	6,524	887	22,677		22,677
Santa Clara	10,560	24,115	34,675	(42,409)	0	(7,734)		0
Solano	2,749	6,277	9,026	345	721	10,092		10,092
Sonoma	3,424	7,819	11,243	(21,696)	985	(9,468)		0
Bay Area Totals	43,629	99,629	143,258	(44,749)	17,535	116,044	(31,000)	131,885

Note: New County Share Total is the sum of unprogrammed balances, lapses, and new capacity for FY 2015-16 and FY 2016-17. Counties with negatives have a "$0" new share.
* Prior year lapsed funds returned to county share.

Table 2: Transportation Enhancement Targets

	New TE Share	MTC 50% Share	CMA 50% Discretion	FY 2015-16 New Distrib.	FY 2016-17 New Distrib.
Alameda	4,358	2,179	2,179	2,196	2,162
Contra Costa	2,973	1,487	1,486	1,498	1,475
Marin	813	406	407	410	403
Napa	534	267	267	269	265
San Francisco	2,202	1,101	1,101	1,110	1,092
San Mateo	2,274	1,137	1,137	1,146	1,128
Santa Clara	5,164	2,582	2,582	2,602	2,562
Solano	1,345	673	672	678	667
Sonoma	1,675	837	838	844	831
Bay Area Totals	21,338	10,669	10,669	10,753	10,585

Note: New TE funds are split 50-50 between the Counties and MTC. TE Targets are a subset of Table 1.

Table 3: Planning, Programming, and Monitoring Amounts
FY 12-13 through FY 15-16 and FY 16-17

	PPM Limit FY13 - FY16	Currently Programmed	MTC Share FY 16 PPM	CMA Share FY 16 PPM	PPM Limit FY 17	MTC Share FY 17 PPM	CMA Share FY 17 PPM
Alameda	2,793	2,347	126	320	1,017	131	886
Contra Costa	1,825	1,521	82	222	694	85	609
Marin	528	445	23	60	190	24	166
Napa	330	112	14	204	125	15	110
San Francisco	1,426	1,201	64	161	514	67	447
San Mateo	1,479	1,247	67	165	531	69	462
Santa Clara	3,277	2,502	147	628	1,206	153	1,053
Solano	857	720	39	98	314	40	274
Sonoma	1,049	877	47	125	391	48	343
Bay Area Totals	13,564	10,972	609	1,983	4,982	632	4,350

J:\PROJECT\Funding\RTIP\12 RTIP\[Final 2012 STIP FE Targets 2011-09-01.xls]Sheet1

2012 Regional Transportation Improvement Program
Policies, Procedures and Project Selection Criteria
Attachment C: 2012 RTIP Project Screening Criteria

Eligible Projects

A. Eligible Projects. SB 45 (Chapter 622, Statutes 1997) expanded the range of projects that are eligible for consideration in the RTIP. Eligible projects include, state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety. Due to the current fund make up of the STIP, sponsors should expect that all projects programmed in the STIP should be eligible for federal funds.

Planning Prerequisites

B. RTP Consistency. Projects included in the RTIP must be consistent with the adopted Regional Transportation Plan (RTP), which state law requires to be consistent with federal planning and programming requirements. Each project to be included in the RTIP must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number and/or RTP travel corridor and whether the project is to be credited against the county's transit capital shortfall target.

C. CMP Consistency. Local projects must also be included in a County Congestion Management Plan (CMP), or in an adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to inclusion in the RTIP.

D. PSR or PSR Equivalent is Required. Projects in the STIP must have a complete project study report or, for a project that is not on a state highway, a project study report equivalent or major investment study. The intent of this requirement is to ensure that the project scope, cost and schedule have been adequately defined and justified. Projects with a circulating draft or final environmental document do not need a PSR. This requirement is particularly important in light of SB 45 timely use of funds requirements, discussed below.

The required format of a PSR or PSR equivalent varies by project type. Additional guidance on how to prepare these documents is available on the internet at the addresses indicated within Part 3 (Project Study Report (PSR), or equivalent) of Attachment D: 2012 RTIP Project Application, which includes a table categorizing PSR and PSR equivalent requirements by project type.

Project Costs and Phases

E. Escalated Costs. All projects will count against share balances on the basis of their fully escalated (inflated) costs. All RTIP project costs must be escalated to the year of expenditure.

As required by law, inflation estimates for Caltrans operations (support) costs are based on the annual escalation rate established by the Department of Finance.

Local project sponsors may use the state escalation rates or their own rates in determining the escalated project cost in the year programmed.

F. Project Phases. Projects must be separated into the following project components:

1. Completion of all studies, permits and environmental studies (ENV)
2. Preparation of all Plans, Specifications, and Estimates (PS&E)
3. Acquisition of right-of-way (ROW)
4. Construction and construction management and engineering, including surveys and inspections." (CON)
   Note: Right-of-way and construction components on Caltrans projects must be further separated into capital costs and Caltrans support costs (ROW-CT and CON-CT).

The project sponsor/CMA must display the project in these four components (six for Caltrans projects) in the final submittal. STIP funding amounts programmed for any component shall be rounded to the nearest $1,000. Additionally, unless substantially justified, no project may program more than one project phase in a single fiscal year. Caltrans-sponsored projects are exempt from this prohibition. Additionally, right of way (ROW) funds may be programmed in the same year as final design (PS&E) if the environmental document is approved. ROW funds may be programmed in the same year as construction (CON) only if the project does not have significant right of way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals (see section L).

All requests for funding in the RTIP for projects on the state highway system and implemented by an agency other than the Department must include the Caltrans Assurance of Quality (CAQ) fee within each project component cost, as identified in the cooperative agreement. This is to ensure sufficient funding is available for the project component, and, if necessary, that the additional ten percent CAQ fee is included within the RIP funding.

G. Minimum Project Size. New projects or the sum of all project components per project cannot be programmed for less than $500,000 for counties with a population over 1 million (from 2010 U.S. Census data: Alameda, Contra Costa, and Santa Clara Counties), and $250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties), with the following exceptions:

(a) Funds used to match federal funds;
(b) Planning, Programming and Monitoring (PPM);
(c) Projects for landscaping and mitigation of State highway projects, including soundwalls;
(d) Caltrans project support components not allocated by the Commission; and
(e) Right-of-way capital outlay for Caltrans, which is not allocated by the Commission on a project basis.
(f) Other exceptions may be made on a case-by-case basis.

H. Fiscal Years of Programming. The 2012 STIP covers the five-year period from FY 2012-13 though 2016-17. The 2012 STIP may contain new targets for each fiscal year, which may require counties to delay certain projects in order to match the new targets. If a project will not be ready for allocation in a certain year, project sponsors delay funds to a later year of the five-year STIP period.

Readiness Standards

I. **Project Phases Must Be Ready in the Year Proposed.** Funds designated for each project component will only be available for allocation until the end of the fiscal year in which the funds are programmed in the STIP. Once allocated, the sponsor will have two additional years to expend funds. For construction, the sponsor will have six months to award a contract and three years to expend funds. Project sponsors must invoice at least once in a six-month period following the allocation of funds. It is therefore very important that projects be ready to proceed in the year programmed.

J. **Completion of Environmental Process.** Government Code Section 14529(c) requires that funding for right-of-way acquisition and construction for a project may be included in the STIP only if the CTC makes a finding that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five year STIP period. Furthermore, in compliance with Section 21150 of the Public Resources Code, the CTC may not allocate funds to local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA). Therefore, project sponsors must demonstrate to MTC that these requirements can be reasonably expected to be met prior to programming right-of-way or construction funds in the RTIP.

K. **Programming Project Components in Sequential STIP Cycles.** Project components may be programmed sequentially. That is, a project may be programmed for environmental work only, without being programmed for plans, specifications, and estimates (design). A project may be programmed for design without being programmed for right-of-way or construction. A project may be programmed for right-of-way without being programmed for construction. The CTC recognizes a particular benefit in programming projects for environmental work only, since projects costs and particularly project scheduling often cannot be determined with meaningful accuracy until environmental studies have been completed. As the cost, scope and schedule of the project is refined, the next phases of the project may be programmed with an amendment or in a subsequent STIP.

   When proposing to program only preconstruction components for a project, the implementing agency must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan. The anticipated total project cost and source of any uncommitted future funding must be identified.

L. **Sequential Phasing.** For most projects, the different project phases should be programmed sequentially in the STIP, i.e. environmental before design before right of way before construction. Projects with significant right of way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals, must not be programmed with the right of way and construction components in the same year as the environmental. Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. As prescribed in Section F, projects may not have more than one phase programmed per fiscal year, with the exceptions of Caltrans-sponsored preconstruction

phases, and right of way (ROW) funds programmed with final design (PS&E) or construction (CON) where there are no significant ROW acquisitions necessary.

M. The Project Must Be Fully Funded. All local projects must be accompanied by an authorizing resolution stating the sponsor's commitment to complete the project as scoped with the funds requested. A model resolution including the information required is outlined in Attachment D - Part 1 of this guidance.

The CTC will program a project component only if it finds that the component itself is fully funded, either from STIP funds or from other committed funds. The CTC will regard non-STIP funds as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including RSTP, CMAQ, and Federal formula transit funds, the commitment may be by Federal TIP adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

All regional agencies with rail transit projects shall submit full funding plans describing each overall project and/or useable project segment. Each plan shall list Federal, State, and local funding categories by fiscal year over the time-frame that funding is sought, including funding for initial operating costs. Moreover, should the project schedule exceed the funding horizon, then the amount needed beyond what is currently requested shall be indicated. This information may be incorporated in the project application nomination sheets.

N. Field Review for Federally Funded Local Projects. One way to avoid unnecessary STIP amendment and extension requests is to conduct a field review as early as possible, so potential issues may be identified with sufficient time for resolution.

For all projects in the 2012 RTIP (anticipated to be a mix of federal and state funding), the project sponsor agrees to contact Caltrans and schedule and make a good faith effort to complete a project field review within 6-months of the project being included in the Transportation Improvement Program (TIP). For the 2012 STIP, Caltrans field reviews should be completed by September 1, 2012 for federal aid projects programmed in 2012-13 and 2013-14. The requirement does not apply to planning activities, state-only funded projects, or STIP funds to be transferred to the Federal Transit Administration (FTA).

O. TE Project Pre-Review by Caltrans Local Assistance. In many instances, projects proposed for the Transportation Enhancement program of the STIP encounter a number of unanticipated environmental and schedule issues that delay the project, causing a need for STIP time extensions. In order to minimize these unanticipated obstacles to project delivery, the MTC requires Caltrans pre-review of all proposed TE projects in the 2012 RTIP. After the Congestion Management Agencies submit their projects to MTC for inclusion into the RTIP, MTC will transmit all TE Project Programming Request (PPR) forms and approved TE Applications to Caltrans District 4 Local Assistance for an additional cursory review. Local Assistance Engineers and Environmental staff may recommend changes to the project schedule and cost, based on known project conditions and environmental considerations. These recommendations will be reviewed with MTC and the CMA

before being updated in the final 2012 RTIP submittal or subsequent updates through the California Transportation Commission prior to final 2012 STIP adoption.

Other Requirements

P. **Availability for Audits.** Sponsors must agree to be available for an audit if requested. Government Code Section 14529.1 "The commission [CTC] shall request that the entity receiving funds accept an audit of funds allocated to it by the commission, if an audit is deemed necessary."

Q. **Interregional Projects May Be Proposed Under Some Restrictive Circumstances.** The project must be a usable segment and be more cost-effective than a Caltrans alternative project. Government Code Section 14527 (c) "A project recommended for funding by the RTPA in the Interregional Improvement Program shall constitute a usable segment, and shall not be a condition for inclusion of other projects in the RTIP." Government Code Section 14529 (k) "... the commission [CTC] must make a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by the department..."

R. **Premature Commitment of Funds.** The project sponsor may not be reimbursed for expenditures made prior to the allocation of funds by the CTC (or by Caltrans under delegation authority), unless the provisions of Senate Bill 184 are met in accordance with the CTC Guidelines for Implementation of SB 184. Under no circumstances may funds be reimbursed for expenditures made prior to the funds being programmed in the STIP or prior to the fiscal year in which the project phase is programmed. In addition, the sponsor must make a written request to Caltrans prior to incurring costs, in accordance with Caltrans Locals Assistance Procedures for SB 184 implementation.

S. **State-Only Funding.** The 2012 RTIP is expected to be funded with a mix of federal and state funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules, unless they are granted a state-only funding exception by the CTC. Project sponsors are expected to meet all requirements of Article XIX in selecting projects receiving state-only funding. This includes sponsors or the CMA providing documentation verifying the county passed a measure allowing for the use of State Highway Account funds on fixed guideway projects, should RTIP funds be proposed for use on non-federalized fixed guideway transit projects.

T. **Federal Transportation Improvement Program.** All projects programmed in the STIP must also be programmed in the federal Transportation Improvement Program (TIP), regardless of fund source. Project sponsors are encouraged to submit TIP amendment requests immediately following inclusion of the project into the STIP by the CTC. The project listing in the TIP must include total project cost by phase regardless of the phase actually funded by the CTC. STIP projects using federal funds (such as the Transportation Enhancement (TE) projects) will not receive federal authorization to proceed without the project being properly listed in the TIP.

U. **Agency Single Point of Contact.** Project sponsors shall assign a single point of contact within the agency to address programming and project delivery issues that may arise during the project life cycle. The name, title, and contact information of this person shall be furnished to the CMA and MTC at the time of project application submittal.

2012 Regional Transportation Improvement Program (RTIP)
Attachment D: 2012 RTIP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the 2012 RTIP. The application consists of the following five to six parts and are available on the Internet (as applicable) at: http://www.mtc.ca.gov/funding/

1a. Resolution of local support *
1b. Opinion of legal counsel *
2. Local agency certification of assurances
3. Project Study Report (PSR), or equivalent
4. RTIP Project Programming Request (PPR) form (with maps) (must be submitted electronically)
5. Performance Measures Worksheet (if applicable)
6. Routine Accommodations Checklist (if applicable: check with CMA or on MTC's website, listed above)

* Project sponsor has the option to incorporate language into the Resolution of Local support – see note below

* NOTE: Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the State Transportation Improvement Program; and be it further

Resolved, that (agency name) is authorized to submit an application for State Transportation Improvement Program funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for Regional Improvement Program funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided in Part 1b.

RTIP Project Application

Part 1: Sample Resolution of Local Support

Resolution No. _____

WHEREAS, (INSERT AGENCY NAME HERE) (herein referred to as "APPLICANT") is submitting an application to the Metropolitan Transportation Commission (MTC) for (INSERT RTIP FUNDING $ AMOUNT HERE) in funding from the 2012 Regional Transportation Improvement Program (RTIP) for the (INSERT PROJECT TITLE(S) HERE) (herein referred to as "PROJECT" or "PROJECTS") for the MTC 2012 RTIP, as authorized by MTC by Resolution No. 4028 (herein referred to as "PROGRAM"); and

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of that process, MTC is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to California Government Code Section 14527(b), for inclusion in the RTIP, and submission to the California Transportation Commission, for inclusion in the State Transportation Improvement Program; and

WHEREAS, MTC will review and include, if approved, 2012 RTIP projects in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC has requested eligible transportation project sponsors to submit applications nominating projects to be programmed for Regional Improvement Program funds in the RTIP; and

WHEREAS, applications to MTC must be submitted consistent with procedures, conditions, and forms it provides transportation project sponsors; and

WHEREAS, APPLICANT is a sponsor of transportation projects eligible for Regional Improvement Program funds; and

WHEREAS, the RTIP Project Programming Request (PPR) form of the project application, attached hereto and incorporated herein as though set forth at length, lists the project, purpose, schedule and budget for which APPLICANT is requesting that MTC program Regional Improvement Program funds for inclusion in the RTIP; and

WHEREAS, Part 2 of the project application, attached hereto and incorporated herein as though set forth at length, includes the certification by APPLICANT of assurances required by SB 45 in order to qualify the project listed in the RTIP project nomination sheet of the project application for programming by MTC; and

WHEREAS, as part of the application for 2012 RTIP funding, MTC requires any resolution adopted by the responsible implementing agency to state that the project will comply with the procedures

specified in the "Timely Use of Funds Provisions and Deadlines" (MTC Resolution No. 4028, Attachment 1, Page 14, and as may be further amended).

NOW, THEREFORE, BE IT RESOLVED, that APPLICANT approves the assurances set forth in Part 2 of the project application, attached to this resolution; and be it further

RESOLVED, that APPLICANT will comply with the provisions and requirements of the "Timely Use of Funds Provisions and Deadlines" (MTC Resolution No. 4028, Attachment 1, Page 14, and as may be further amended), that PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP, and that APPLICANT and PROJECT will comply with the requirements as set forth in the 2012 RTIP Policies and Procedures (MTC Resolution No. 4028); and therefore be it further

RESOLVED, that APPLICANT will comply with the provisions and requirements of the Transit Coordination Implementation Plan, as set forth in MTC Resolution No. 3866; and be it further

RESOLVED, that APPLICANT has reviewed the project and has adequate staffing resources to deliver and complete the project within the schedule set forth in the RTIP Project Programming Request (PPR) form of the project application, attached to this resolution; and be it further

RESOLVED, that APPLICANT is an eligible sponsor of projects in the State Transportation Improvement Program; and be it further

RESOLVED, that APPLICANT is authorized to submit an application for State Transportation Improvement Program funds for PROJECT; and be it further

RESOLVED, that APPLICANT has and will retain the expertise and knowledge necessary to deliver STIP and federally-funded projects, and has assigned a single point of contact for all STIP and FHWA-funded projects to work with the CMA, MTC, and Caltrans on any questions or issues that may arise during the STIP and/or federal programming and delivery process; and be it further

RESOLVED, that there is no legal impediment to APPLICANT making applications for Regional Improvement Program funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED, that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC to program Regional Improvement Program funds into the RTIP, for the projects, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the APPLICANT application referenced herein, along with the name and contact information for the APPLICANT's single point of contact.

RTIP Project Application

Part 1b: Sample Opinion of Legal Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Part 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the State Transportation Improvement Program; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for State Transportation Improvement Program (STIP) funds

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the State Transportation Improvement Program (STIP) made available pursuant to the State Transportation Funding Plan, Streets and Highways Code Section 163 *et. seq.*

1. (Applicant)_____ is an eligible sponsor of projects for the STIP.
2. (Applicant) _____ is authorized to submit an application for STIP funding for (project) _____.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for STIP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ _____ to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

RTIP Project Application
Part 2: Certification of Assurances

The implementing agency certifies that the project for which Regional Improvement Program funding is requested meets the following project screening Criteria. **Please initial each.**

1. The project is eligible for consideration in the RTIP. Pursuant to Streets and Highways Code Section 164 (e), eligible projects include improving state highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety. _____
2. For the funds requested, no costs have/will be incurred prior to adoption into the STIP by the CTC. _____
3. A Project Study Report (PSR) or PSR equivalent has been prepared for the project. _____
4. The project budget included in Part 2 of the project application reflects current costs updated as of the date of application and escalated to the appropriate year. _____
5. The project is included in a local congestion management program (CMP). (Note: For those counties that have opted out of preparing a CMP in accordance with Government Code Section 65088.3, the project must be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation planning agency.) _____
6. The year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project. _____
7. The project is fully funded. _____
8. For projects with STIP federal funds, the implementing agency agrees to contact Caltrans and schedule and complete a field review within six months of the project being adopted or amended into the TIP. _____
9. For STIP construction funds, the implementing agency agrees to send a copy of the Caltrans LPP 01-06 "Award Information for STIP Projects – Attachment A" to MTC and the CMA, upon award. _____
10. The implementing agency agrees to be available for an audit of STIP funds, if requested. _____

The implementing agency also agrees to abide by all statutes, rules and regulations applying to the State Transportation Improvement Program (STIP), and to follow all requirements associated with the funds programmed to the project in the STIP. _____

These include, but are not limited to:

1. Environmental requirements: NEPA standards and procedures for all projects with Federal funds; CEQA standards and procedures for all projects programmed with State funds.
2. California Transportation Commission (CTC) requirements for transit projects, formerly associated with the Transit Capital Improvement (TCI) program. These include rules governing right-of-way acquisition, hazardous materials testing, and timely use of funds.
3. Federal Transit Administration (FTA) requirements for transit projects as outlined in FTA regulations and circulars.
4. Federal Highway Administration (FHWA) and Caltrans requirements for highway and other roadway projects as outlined in the Caltrans Local Programs Manual.
5. Federal air quality conformity requirements, and local project review requirements, as outlined in the adopted Bay Area Conformity Revision of the State Implementation Plan (SIP).

RTIP Project Application

Part 3: Project Study Report (PSR), or equivalent

The required format of a PSR or PSR equivalent varies by project type. The following table categorizes PSR and PSR equivalent requirements by project type. Additional guidance on how to prepare these documents is available on the Internet at the addresses indicated below, or from MTC.

Project Study Report (PSR) Requirements
PSR and Equivalents by Project Type

Project Type	Type of Document Required *	Where to get more information
State Highway	Full PSR or PD/ENV Only	*http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm*
Local Roadway a. rehabilitation	PSR for local rehabilitation	*http://www.dot.ca.gov/hq/LocalPrograms/public.htm* then look in "13. Project Study Report (Local Rehabilitation)"
b. capacity increasing or other project	PSR equivalent – project specific study with detailed scope and cost estimate	In most cases completing the Preliminary Environmental Study and Field Review forms in the Local Assistance Procedures Manual should be sufficient. These forms can be found at: Preliminary Environmental-- *http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm* then look in chapter 6 pg 6-31. Field Review -- *http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm* then look in chapter 7 pg 7-13.
Transit	State of California Uniform Transit Application	*http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/state-uta-app-091906.pdf*
Traffic Congestion Relief (TCR) Program projects (Specific phase)	TCR program application for the phases of work included in the TCR application	For a Traffic Congestion Relief (TCR) Program project, a TCR program application is considered a PSR equivalent for the phases of work included in the TCR application *http://www.dot.ca.gov/hq/transprog/ocip.htm*
Transportation Enhancements	Transportation Enhancement (TE) Application	*http://www.dot.ca.gov/hq/TransEnhAct/app_pgs.htm*
Other	PSR equivalent with detailed scope and cost estimate	To be determined on a case by case basis

* In some instances a Major Investment Study (MIS) prepared under federal guidance may serve as a PSR equivalent where information provided is adequate for programming purposes.

RTIP Project Application

Part 4: Project Programming Request (PPR) Form

Applicants are required to submit a Project Programming Request (PPR) form in order to be considered for funding from the 2012 RTIP.

The PPR for new projects can be downloaded from the following location:
http://www.dot.ca.gov/hq/transprog/ocip/pprs/PPR%20-%20New%20Projects%20-%206-7-11_FY%2012-13%20thru%2017-18.xls

The PPRs for existing projects can be downloaded from the following location:
http://www.dot.ca.gov/hq/transprog/ocip/pprs/pprs_2012/pprs_2012.htm

Part 5: Performance Measures Worksheet

Applicants submitting nominations for projects with total project costs exceeding $50 million, or using over 50% of a county share (for the county share period) are required to submit a Performance Measure Worksheet.

The Worksheet template is available at the following location:
http://www.catc.ca.gov/programs/stip.htm

Select the "2012 STIP Guidelines" document. The template begins on page 40 of the guidelines, under "Appendix B: Performance Indicators, Measures, and Definitions".

Part 6: Complete Streets Checklist

Applicants are required to include the Complete Streets (Routine Accommodations) Checklist with the application submittal to MTC for projects that will have an impact on bicycles or pedestrians. The Checklist is available from the Congestion Management Agencies and at the MTC website at http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm.

2012
Regional Transportation Improvement Program

STIP Amendments / Extensions
Rules and Procedures

September 28, 2011

MTC Resolution No. 4028
Attachment 2

Metropolitan Transportation Commission
Programming and Allocations Section
http://www.mtc.ca.gov/funding.htm

RTIP
Regional Transportation Improvement Program

STIP Amendments / Extensions
Rules and Procedures
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Regional Transportation Improvement Program (RTIP)
STIP Amendments / Extensions Rules and Procedures

What is the STIP?
The State Transportation Improvement Program (STIP) is the State's spending program for state and federal funding. The STIP is comprised of the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The program is updated every two years and currently covers a five-year period. STIP funded projects, like all other state and federally funded projects, must be listed in the TIP in order for the sponsor to access the funding. This biennial STIP process is outlined in the attached "STIP Process".

Seventy-five percent (75%) of the funding in the STIP flows to regions by formula through their RTIPs. Regions throughout the state are charged with developing an expenditure plan for the funds. Eligible project types include improvements to state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

The remaining 25% of the funding flows to the ITIP, which is a statewide competitive program. This funding is directed to projects that improve interregional transportation. Eligible project types include intercity passenger rail, mass transit guideways, grade separation, and state highways.

When are Amendments and Extensions Allowed?

STIP Amendments
An amendment may change the cost, scope or schedule of a STIP project and its components. For instance, if the final cost estimate for a project is higher (or lower) than the amount programmed, a STIP amendment may be requested to increase or (decrease) the amount programmed. Or, as a project progresses through project development, it may be time to add the next component or phase. Likewise, if the project schedule is delayed significantly, an amendment may be warranted to request a change in program year of the funding in order to prevent a funding lapse. STIP amendments may also be requested to delete project funding or to add a new project into the STIP.

Important Tip: Once a state fiscal year (July 1 – June 30) has begun, the CTC will not allow STIP amendments to delete or change the funding programmed in that fiscal year. Instead, the project sponsor may request a one-time extension as described below.

One-time Extension Requests
SB 45 established deadlines for allocation, contract award, expenditure and reimbursement of funds for all projects programmed in the STIP. The CTC may, upon request, grant a one-time extension to each of these deadlines for up to 20 months. However, the CTC will only

grant an extension if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance. Generally, the CTC does not grant extensions longer than 12 months. Additionally, project sponsors must be present at the CTC meeting where action is taken on any extension request, to answer questions the CTC staff or commissioners may have.

Roles and Responsibilities

The STIP Amendment and Extensions process requires review and approval by various agencies to ensure the action requested is appropriate, and consistent with state statutes, CTC guidance, Caltrans procedures and regional policies. Projects must be included in a county Congestion Management Program (CMP) or county Capital Improvement Program (CIP), and must be consistent with the Regional Transportation Plan (RTP) to be programmed in the RTIP. Therefore, any additions or changes that may impact the priorities established within these documents must be reviewed and approved by the appropriate agency. Furthermore, improperly programmed funds or missed deadlines could result in funding being permanently lost to the region.

Project sponsors are responsible for reviewing and understanding the procedures, guidance and regulations affecting projects programmed in the STIP. Each project manager and the individual responsible for submitting documentation for STIP amendments and extensions must have read and understood these policies and procedures, particularly the CTC STIP Guidelines available on the internet at http://www.dot.ca.gov/hq/transprog/ocip.htm and the MTC RTIP Policies and Application Procedures posted on the internet at: http://www.mtc.ca.gov/funding/. Project sponsors are ultimately responsible for ensuring the required documentation is provided to Caltrans by the deadlines established by Caltrans for all allocations, extensions, and additional supplemental funds requests.

The Congestion Management Agencies/Transportation Authorities are responsible for ensuring the packages submitted by the project sponsors are complete, and the proposed changes are consistent with the Regional Transportation Plan (RTP), and Congestion Management Plans (CMPs) or Capital Improvement Program (CIP). The CMAs/TAs check to ensure the proposed changes meet MTC, CTC and other state or federal guidance and regulations. As mentioned in the Guiding Principles of the 2012 RTIP Policies and Procedures, the CMA must consider equitable distribution of projects in accordance with Title VI. Following CMA/TA concurrence of the request, the complete package is forwarded to MTC.

The Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency (RTPA) for the nine counties of the San Francisco Bay Area, provides concurrence for the STIP requests and formally submits all STIP Amendments to Caltrans for approval by the CTC. MTC also verifies compliance with established state and regional policies. Although MTC provides concurrence on extensions, additional supplemental funds requests and some allocation requests, it is the responsibility of the project sponsor, not MTC, to ensure the required documentation is submitted to Caltrans by the established deadlines for these action requests.

The California Department of Transportation (Caltrans) processes the requests and makes recommendations to the California Transportation Commission (CTC) in accordance with Department procedures and CTC policies and guidelines.

The California Transportation Commission (CTC) approves or rejects the requests based on state statutes and its own established guidance and procedures.

Requesting STIP Amendments and Extensions

As described below, the procedures for processing STIP amendments and extensions vary depending on whether the project is sponsored by Caltrans or a local agency, and whether it has already received STIP funding.

Step I: Project Sponsor Requests STIP Amendment or Extension

For currently programmed Caltrans projects:

- Caltrans and the appropriate CMA identify and discuss the issue(s) that may require an amendment or extension and notify MTC Programming and Allocations (P&A) Section staff that a change to the current STIP may be necessary and is being considered.
- Caltrans and CMA agree on proposed change(s).
- Where necessary, CMA staff requests policy board approval of proposed change.
- Once approved by the CMA, CMA notifies Caltrans in writing of the county's concurrence, with a copy sent to MTC P&A.
- Caltrans requests MTC concurrence for the STIP Amendment/Extension by transmitting the following to MTC P&A:
  - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

For a STIP Amendment:

- Copy of CMA's letter of concurrence
- Revised RTIP Application Form – http://www.mtc.ca.gov/funding/
- TIP Amendment Form - http://www.mtc.ca.gov/funding/
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for the previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project

under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)

For an Extension:

- Copy of CMA's letter of concurrence
- A construction 'STIP History' for each extension that would delay construction as described above for a STIP Amendment.

For currently programmed local projects:

- Sponsor and the appropriate CMA identify and discuss the issue(s) that may require an amendment or extension and notify Caltrans and MTC Programming and Allocations Section staff that a change to the current STIP may be necessary and is being considered.
- Sponsor and CMA agree on proposed change(s).
- Sponsor requests CMA concurrence for the STIP Amendment/Extension by submitting the following to the CMA:
  - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

For a STIP Amendment:

- Revised RTIP Application Form - http://www.mtc.ca.gov/funding/
- TIP Amendment Form - http://www.mtc.ca.gov/funding/
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)
- Any other documentation required by the CMA or Caltrans

For an Extension:

- Copy of completed Request for Time Extension form (located on the internet at: http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/acrobat/LAPG23B.pdf).
- A construction 'STIP History' for each extension that would delay construction, as described above for a STIP Amendment.

- A listing showing the status of all SB 45 and regional project delivery policy (MTC Resolution 3606) deadlines for all of the project sponsors' allocated STIP projects, and all active federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funded projects. This is to ensure project sponsors are aware of the other deadlines facing other projects, and so that sponsors will work to meet those deadlines.
- Any other documentation required by the CMA or Caltrans

- Where necessary, CMA staff requests policy board approval of proposed request.
- Sponsor submits Caltrans' "Request for Time Extension" form and any other required documentation to Caltrans.
- CMA requests MTC concurrence for the STIP Amendment/Extension by transmitting a letter to MTC P&A requesting the STIP Amendment or Extension with explanation and justification of the need for the action along with the documentation submitted by the project sponsor. A copy of the request is also sent to Caltrans.
- Sponsor must be present at the CTC meeting where action is being taken on the extension request to justify the reasons for the extension. Failure to be present may result in the CTC denying the extension request, and risk losing the programmed funds permanently due to missed deadlines. In limited instances, a project sponsor may request that their CMA be available in place of the project sponsor. The CMA and MTC must concur with this request via email.

Important Tip: For STIP Extensions, the CTC will only grant an extension if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance, up to a maximum of 20 months (although the Commission generally does not grant any extension longer than 12 months). It is therefore absolutely necessary that the letter and supporting documentation clearly explains and justifies the extension request. Failure to provide adequate justification and not being present at the CTC meeting will most likely result in an extension not being approved.

For all new projects:

- Sponsor and the appropriate CMA identify and discuss the issue(s) that may require a new project to be added to the STIP and notify Caltrans and MTC Programming and Allocations (P&A) Section staff an amendment to the current STIP may be necessary and is being considered.
- Sponsor and CMA agree on proposed addition.
- Sponsor requests CMA concurrence for the STIP Amendment by submitting the following to the CMA:
  - Letter requesting the STIP Amendment with explanation and justification of the need for the project to be added to the STIP.
  - TIP Amendment form - http://www.mtc.ca.gov/funding/

- RTIP Application form including: - http://www.mtc.ca.gov/funding/
  - Resolution of local support
  - Project Programming Request (PPR) forms (with maps)
  - Local agency certification of assurances
  - Project Study Report (PSR), or equivalent.
  - Copy of State-Only Funding Request Exception Form (Only if requesting state-only funding and project is not on pre-approved state-only eligible funding list. Original request is to be submitted directly to Caltrans HQ Budgets for processing and approval prior to MTC submittal of the request to Caltrans/CTC).
- CMA staff obtains policy board approval of proposed addition.
- CMA requests MTC concurrence for the new project by transmitting a letter to MTC P&A requesting the STIP Amendment with an explanation and justification of the need for the project along with a copy of the CMA Resolution approving the project, and the documentation listed above provided by the project sponsor:

Step 2 : MTC Review and Concurrence

- Once a complete request has been received, MTC P&A staff will place the request on the MTC Programming and Allocations Committee (PAC) meeting agenda for concurrence of major changes, or prepare a letter of concurrence for the Executive Director's signature for minor changes.
- Following approval by PAC and/or the Executive Director, MTC will sign Caltrans' Request for Time Extension form and send it with a Letter of Concurrence to Caltrans District 4 with a copy to the appropriate CMA. (District 4 will ensure that the request is copied to the appropriate contacts at Caltrans Headquarters and CTC.)

Major versus minor changes

- All major changes, including any requests to program a new project, will be presented to MTC's Programming and Allocations Committee (PAC) to determine MTC's concurrence. Major changes include:
  - request to program a new project (or delete a project)
  - schedule delay that affects air quality conformity analysis
  - project advance with reimbursement or replacement project per AB 3090
  - request to use Grant Anticipation Revenue Vehicle (GARVEE) financing
- For minor changes, MTC staff may write a letter of concurrence for the Executive Director's signature. Minor changes include:
  - Extension requests for allocation, award, expenditure and reimbursement/project completion deadlines
  - schedule changes, except where change implies major cost or delivery ramifications

- changes in implementing agency or project sponsor
- changes to project budget that are less than 20% of the total project cost or less than $1 million.
- redirection of funds from one project component to another (e.g. from project engineering into environmental)
- changes considered routine and not impacting project delivery

* Amendments or extensions based on new federal or state requirements may need to go to MTC's PAC

Additional/Supplemental Funds

On occasion it may be necessary to provide additional 'Supplemental' funding to a project as a result of cost increases or revised cost estimates. There are several different processes to follow depending on where the project is within its delivery schedule. The various methods to add STIP funding to a project are as follow:

Biennial STIP Cycle: If additional funding is identified years before the actual allocation, the project sponsor may request the funding through the biennial STIP adoption process. This process is outlined in MTC's RTIP Policies and Application Procedures.

STIP Amendment: If additional funding is identified prior to the allocation of funds, but is required prior to the next biennial STIP adoption, a STIP amendment adding the funds to the project may be requested as outlined in the STIP Amendment procedures above. However, in most cases the additional funds could be added at the time of allocation, thus foregoing the STIP amendment process.

Additional Funds at Time of Allocation: Often the simplest way to add supplemental funds is at the time of allocation. The process is the same as the procedures outlined above for a time extension, except that instead of a "Request for Time Extension" form, a "Request for STIP Funding Allocation" form is used (located on the internet at: http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/acrobat/LAPG23O.pdf). In such circumstances, the additional funding must be approved by the CTC.

Additional Funds After Allocation: It may be necessary to seek additional funds after an allocation, either to award the project or due to unforeseen cost increases while the project is under construction. In either case, an analysis should be performed to determine whether re-engineering could achieve cost reductions to accommodate the increase. If additional funds are still necessary, a funding source outside the STIP should be pursued prior to seeking additional STIP funding. If it is determined that additional STIP funds are needed, then the project sponsor should proceed as with the procedures outlined for "Additional Funds at Time of Allocation". It should be noted that once the funds are allocated, the project sponsor does not have the option to add the funds through a STIP amendment since the CTC does not allow amendments to change the programming for a given component after the funds have been allocated.

Allocation of Funds

Project sponsors request an allocation of funds directly to Caltrans, with Caltrans either allocating the funds under its delegated allocation authority or placing the request on the CTC Agenda for approval. In either case, the completed request package is due to Caltrans 60 days prior to the anticipated allocation of funds. In general MTC is not involved with the allocation process, however, under a few circumstances MTC concurrence is required as noted below:

Local Road Rehabilitation Projects: Allocation of funds for local road rehabilitation projects requires certification from MTC. Project sponsors should submit the "Pavement Management System Certification" form with the "Local Road Rehabilitation Project Certification" form attached (both found on the internet at: http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/acrobat/LAPG23L.pdf and http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/acrobat/LAPG23K.pdf) directly to MTC for signature. MTC will then transmit the signed form to Caltrans District 4 – Local Programs. All other allocation request documentation should be sent directly to Caltrans District 4 – Local Programs.

Allocation of State-Only Funds: MTC concurs with all State-Only funds allocations that are listed in the STIP as State-Only. For the 2010 STIP, no concurrence is necessary because all funding for the will be State-Only funds.

Funds Allocated Differently than Programmed: In some instances it may be necessary to allocate funds differently from what is programmed in the STIP. These situations generally still require MTC concurrence. Fortunately a STIP amendment may not be required, and the funding may be revised at the time of the allocation, thus avoiding the long STIP amendment process. However, A TIP amendment is still required if federal funds are involved. Changes that are allowed at the time of allocation are noted below, however, project sponsors should consult with Caltrans District 4 Local Programs, the CMA and/or MTC to determine whether a change at the time of allocation is permissible before preparing the allocation request.

- Change in implementing agency
- Cost savings (allocation less than program amount)
- Redirection of funds among project components or phases within the project as long as total STIP funding is not increased.
- Advancement of funding from future years (transit projects with funds to be transferred to FTA require a TIP amendment to advance funds)
- Change in funding type (a change to state-only funding requires approval from Caltrans with their "State-Only Funding Request Exception" form if the project type is not on the pre-approved state-only eligible funding list).

STP/CMAQ/TE Match Reserve: Project sponsors must work with the applicable CMA/TA to obtain programming approval for STP/CMAQ/TE match made available in the STIP. The CMA develops a countywide list for the use of the reserved funds and

submits the list to MTC, who in turns provides Caltrans with the region-wide Match Program. Any deviation from this program, whether in the funding amount, project sponsor, or funding year, requires the CMA to resubmit an updated plan for the county to MTC. Caltrans cannot allocate the matching funds if they are inconsistent with the approved STIP - STP/CMAQ/TEA Match Program.

Funds allocated as programmed in the STIP: The allocation of funds as they are programmed in the STIP and TIP do not involve MTC, other than as noted previously. Project sponsors work directly with Caltrans District 4 local programs in obtaining the allocation. STIP projects using federal funds (such as Transportation Enhancement (TE) projects) will not receive federal authorizations to proceed without the project being properly listed in the TIP.

Important Tip: Although some minor changes in the allocation of funds may not require a full STIP amendment, most changes still require MTC concurrence, and possibly a TIP amendment and may even require a vote of the CTC rather than a simple Caltrans delegated allocation approval. Project sponsors are encouraged to consult with the CMA, and Caltrans District 4 prior to preparing any allocation request, to ensure sufficient time is allowed for processing the allocation request, particularly toward the end of the year when the Timely Use of Funds provisions of SB 45 are of critical concern.

Timeline for STIP Amendment/Extension Approval

Completed documentation requesting MTC concurrence must be received by MTC staff no later than the first day of the month prior to the month in which the request will be heard by the Programming and Allocations Committee (PAC). (For example, requests received by January 1 will be reviewed at the February PAC meeting). Subsequently, requests with completed documentation and MTC concurrence must be submitted to the Caltrans District Office 60 to 90 days prior to the CTC meeting where the item will be considered. Therefore, requests for concurrence need to be submitted to MTC generally 150 days prior to CTC action for STIP Amendments and 120 days prior to CTC action for extensions.

For example, a STIP amendment request to delay funding in the next fiscal year is due to MTC by January 1, so it may be approved at the February PAC Meeting, and then submitted to Caltrans in time for the 60-day due date of March 2, so it may be noticed at the May 2 CTC meeting for action at the June 6 CTC meeting.

Important Tip: The CTC will not amend the STIP to delete or change the funding for any project component after the beginning of the fiscal year in which the funding is programmed. Therefore, all amendments to delay a project component must be approved by the CTC by the June meeting in the year prior to the programmed year of funding. To meet this deadline, amendments to delay delivery must be submitted to MTC no later than January 1 of the fiscal year prior to the fiscal year of the funding subject to delay.

A due date schedule is prepared each year for the submittal of STIP requests. This schedule is posted on the internet at: http://www.mtc.ca.gov/funding/

STIP Amendment Form/TIP Amendment Form

The forms necessary to initiate the STIP Amendment process may be downloaded from the MTC website at: http://www.mtc.ca.gov/funding/. TIP Amendments should be processed through the Fund Management System, also available at the website mentioned above.

Contacts for STIP Amendments/Extensions:

Name	Area	Phone	Email
Kenneth Kao	STIP	510.817.5768	kkao@mtc.ca.gov
Ross McKeown	STIP	510.817.5842	rmckeown@mtc.ca.gov
Sri Srinivasan	TIP Amendments	510.817.5793	ssrinivasan@mtc.ca.gov

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APPENDIX A – 12

Regional Policies: Project Funding

San Francisco Bay Area Transit Capital Priorities
(FTA Sections 5307 and 5309)
Process and Criteria
for FY2009-10 and FY2011-12

MTC Resolution No. 3908

Date: June 24, 2009
W.I.: 1512
Referred By: PAC
Revised: 05/26/10-C
06/22/11-C
09/26/12-C

ABSTRACT

Resolution No. 3908, Revised

This resolution approves the process and establishes the criteria for programming the FTA Section 5307 and 5309 Fixed Guideway (FG) funds in the San Francisco Bay Area for FY 2009-10 through FY 2011-12.

This resolution was revised on May 26, 2010 to establish the policy for programming the Vehicle Procurement Reserve, establish a Bus Emission Reduction Device Funding Program, revise the Flexible Set-aside formula in the Petaluma Urbanized Area, and make other minor revisions to the policy.

This resolution was revised on June 22, 2011 to make Solano County Transit eligible for future Transit Capital Priorities programming, and to specify that the Flexible Set-Aside will not be programmed in FY 2010-11 due to apportionment shortfalls.

This resolution was revised on September 26, 2012 to make Caltrain's projects that are closely related to its vehicle replacement projects eligible for the Vehicle Procurement Reserve (page 29 of Attachment A).

Further discussion of the Transit Capital Priorities Policy is contained in the Executive Director's memorandum to the Programming and Allocations committee dated May 13, 2009, and the Programming and Allocations Summary Sheets dated May 13, 2009, June 10, 2009, May 12, 2010, June 8, 2011 and September 12, 2012.

Date: June 24, 2009
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3908

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307 and 5309 funds for FY 2009-10 through FY 2011-12 to finance transit capital projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 24, 2009.

Date: June 24, 2009
W.I.: 1512
Referred By: PAC
Revised: 05/26/10-C
06/22/11-C
09/26/12-C

FY 2009-10 through FY 2011-12
San Francisco Bay Area
FTA Section 5307 and FTA Section 5309 Fixed Guideway
Transit Capital Priorities Criteria

For development of the
FY 2009-10 through FY 2011-12
Transit Capital Priorities Project Lists

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

The full text of Resolution 3908 can be found on our website at the link below, or will be provided upon request to MTC to info@mtc.ca.gov or 510.817.5700.

http://www.mtc.ca.gov/funding/FTA/downloads/RES-3908_approved.pdf

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FY 2009-10 through FY 2011-12
Transit Capital Priorities Criteria

I. GOALS AND OBJECTIVES

The FY 2009-10 through FY 2011-12 Transit Capital Priorities (TCP) Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland (SF/O), San Jose (SJ), Concord, Santa Rosa (SR), and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill (GM), and Petaluma.

The goal of the TCP Criteria is to fund transit projects that are most essential to the region and consistent with Transportation 2035, the region's 25-year plan. The TCP applies to programming of the Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307) and Fixed Guideway Modernization (Section 5309 FG) funds.

FY 2009-10 will be the first year under new federal transportation authorizing legislation, following the expiration of SAFETEA-LU in FY 2008-09. The TCP Criteria assumes there will be no major shifts in FTA funding programs, eligibility or policies under the new authorization. MTC and the Partnership will revisit and update the policy should changes in federal policy require revisions.

The region's objectives for the TCP are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on operators' Short Range Transit Plans (SRTP) service objectives, and capital plans. All projects not identified as candidates for the TCP process are assumed to be funded by other fund sources and are so identified in operators' SRTPs.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and

state programs. Development of the TCP will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

II. TCP APPLICATION PROCESS

The Transit Finance Working Group (TFWG) serves as the forum for discussing TCP and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP and any other transit-related funding programs after the PTAC has reviewed them.

Capital Program Submittal. For the purposes of programming, project sponsors will submit requests for funding in accordance with detail instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval
MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY 2009-10 programming should be submitted by July 8, 2009, the date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

Opinion of Counsel
Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307 and 5309 FG Programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided on Appendix 2.

Screening projects
MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of

the Transit Capital Priorities process. Operators will be informed by MTC staff if a project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects
MTC staff will only score those projects, which have passed the screening process. Based on the score assignment provided in Section IV below, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source
Projects will be programmed in the TCP in the year proposed. Project funds sources will be assigned by MTC staff and will be based on project eligibility and the results of Multi-County Agreement model. Projects passing screening and scoring criteria will be considered for programming in the TCP in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed.

FTA Public Involvement Process and Transportation Improvement Program (TIP)
FTA Public Involvement Process: To receive a FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. However, as provided for in FTA Circular 9030.1C (revised October 1, 1998), FTA considers a grantee to have met the public participation requirements associated with the annual development of the POP when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a listing of federally funded transportation projects and projects deemed regionally significant. The TIP is a four-year programming document. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Changes to Transit Capital Priorities Program
Amendments may be allowed only in certain circumstances. The following general principles govern the changes:

- Amendments are not routine. Any proposed changes will be carefully studied.

- Amendments are subject to MTC and TFWG review.

- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.

- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Funding Shortfalls
If final apportionments for the FTA Section 5307 and Section 5309 FG programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain projects costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, in making reductions to programming.

Project Review
Each operator is expected to complete their own Federal grant application using FTA's Transportation Electronic Award and Management (TEAM) system. MTC staff will review grant applications and perform project review when required. In addition, MTC staff will submit concurrence letters and MTC project review resolutions to FTA on behalf of project sponsors as needed.

Program Period
Proposed projects will be used to develop a TCP program for FY 2010, and preliminary programs for FY 2011 and FY 2012. Initially, only the FY 2010 program will be amended into the region's Transportation Improvement Program. The preliminary programs for FY 2011 and FY 2012 will be revisited and potentially revised based on new information regarding the federal authorization and the development of project finance plans for upcoming major vehicle procurements. However, providing a preliminary three-year program is intended to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs.

FY 2009-10 through FY 2011-12 TCP Development Schedule
To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY 2009-10 through FY 2011-12 TCP. If a change in the schedule is required, MTC will notify participants of the TCP development process in a timely fashion.

TCP Policy / Programming	Start Date	Finish/Due Date
Transit GMs/TFWG TCP Policy Discussions	June 4, 2008	June 3, 2009
Call for projects	May 18, 2009	June 1, 2009
Draft TCP Policy to PAC	May 13, 2009	
Final TCP Policy to PAC/Commission	June 10/24, 2009	
FTA/AB 664 program to TFWG	July 1, 2009	
FTA/AB 664 programs to PAC/Commission and amend TIP to add FY 2009-10 program	July 8/22, 2009	

III. PROJECT ELIGIBILITY

Federal Requirements and Eligibility

Federal Legislation
Projects selected will conform to the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) or its successor federal transportation authorization, Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA).

Intelligent Transportation Systems (ITS) Architecture Policy
Project sponsors will be required to meet the Federal Transit Administration's National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: http://www.mtc.ca.gov/planning/ITS/index.htm.

1% Security Policy
Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY 2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. For project sponsors that are unable to meet the 1% security requirement, MTC will set-aside 1% of the total amount of FTA Section 5307 programmed to those sponsors for the purposes of meeting this requirement.

Program Eligibility

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software, and other related projects to meet unfunded mandates. All preventive maintenance and some ADA complementary paratransit service are considered capital costs.

FTA Section 5309 Fixed Guideway Federally Defined Program Eligibility (Statutory Reference: 49USC5309): Capital projects to modernize or improve fixed guideway systems are eligible including purchase and rehabilitation of rolling stock and ferries, track, line equipment, structures, ferry floats, ramps and other ferry fixed guideway connectors, ferry navigational equipment and related components, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, system extensions, and preventive maintenance.

Regional Requirements and Eligibility

Urbanized Area Eligibility

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas determine the amounts of FTA Section 5307 and 5309 FG funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, SFMTA, SamTrans, Solano County Transit, Union City Transit, Vallejo Transit, Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, SCVTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, Tri-Delta
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	City of Benicia, Napa Vine on behalf of American Canyon, Solano County Transit, City of Vallejo, WestCAT
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, SCVTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

(i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area's urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.

(ii) Santa Rosa City Bus and Sonoma County will apportion Santa Rosa urbanized area funding in accordance with previous agreements (75% Santa Rosa City Bus and 25% Sonoma County).

(iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be

re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years where extensive capital need in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UA.

(iv) WestCAT is an eligible claimant in the Vallejo UA but will report revenue miles in the San Francisco-Oakland UA in order to maximize funding to the region. Therefore, WestCAT will claim funds exclusively in the San Francisco-Oakland UA.

(v) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement.

(vi) The Water Emergency Transportation Authority (WETA) is an eligible claimant in the San Francisco-Oakland UA starting in FY 2009-10 contingent on WETA's adoption of a transition plan for the assumption of responsibility for the Alameda and Vallejo ferry services, including responsibility for replacement and rehabilitation of Alameda's and Vallejo's ferry capital assets, as required by SB 976. If WETA does not adopt the transition plan, any TCP funds programmed to WETA would be reprogrammed to other eligible operators.

(vii) Solano County Transit (SolTrans) is an eligible claimant in the San Francisco-Oakland and Vallejo UAs starting in FY 2010-11 contingent on FTA's designation of SolTrans as an eligible grantee. Programming for SolTrans will be in lieu of new programming for the City of Benicia and the City of Vallejo bus services.

Eligibility for New Operators
New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2008 services and intends to file a report for 2009 to be eligible for FY10 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP to MTC.

Screening Criteria
A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;

- Project Specific Requirements;

Consistency Requirements: The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan, and in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans).

Financial Requirements: The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements: All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of score 16 projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.

- Train control or traction power replacement/rehab needs for a given year.

- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals.

The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

Asset Useful Life
To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2. Useful Life of Assets

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years
Over-the-Road-Coaches*	14 years
Medium-Duty Buses*	10 years
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van[1]	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Trolley	15 years
Heavy Railcar[2]	25 years
Locomotive	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Light Weight/Aluminum Hull Ferries[3]	25 years
Used Vehicles[4]	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Trolley Overhead/3rd Rail	Varies by type of OVHD/3rd rail
Facility	Varies by facility and component replaced

Notes:
(1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.
(2) Includes Caltrain and ACE commuter rail and BART urban rail cars.
(3) Light weight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.
(4) Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See "used vehicle replacement" Section IV, Definition of Project Categories).

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Compensation for Bus Replacement Beyond Minimum Useful Life
Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in the table above will be eligible for either of two financial compensations:

Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a $600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be 2/12 x $600,000 = $100,000. Under Option 1, the operator would receive $100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive $50,000, which would be treated like flexible set-aside. The region would retain the other $50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

Project Funding Caps
In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed $20 million for buses or $30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate for both Section 5307 and Section 5309 FG programs.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway operator in Table 3.

Table 3. Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE[1]	All Eligible FG Categories	1,460,000
BART	All Eligible FG Categories	41,520,000
Caltrain	All Eligible FG Categories	13.270,000
GGBHTD	All Eligible FG Categories	5,660,000
SFMTA	All Eligible FG Categories	36,280,000
Vallejo	All Eligible FG Categories	3,680,000
VTA	All Eligible FG Categories	9,450,000
WETA (for Alameda Ferries)	All Eligible FG Categories	3,680,000

1) Amount for ACE limited to Bay Area eligibility in SFO and Concord UA or 52.85% of regional total.
2) Programming for WETA will be made contingent on adoption of the transition plan for assumption of responsibility for the Alameda and Vallejo ferry services required by SB 976.

The cap amount may be programmed to any projects that are eligible for FTA Section 5309 FG funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Delivery
- Train Control/Signaling
- Dredging
- Ferry Fixed Guideway Connectors
- Ferry Major Component Replacement
- Ferry Propulsion Replacement

- Cable Car Infrastructure

- Wayside Fare Collection Equipment

Programming for all projects that fall within these categories must be within the operator's cap amount.

Other replacement projects cannot exceed $7.5 million.
Expansion or enhancement projects cannot exceed $3.75 million.

As part of the region's 10-year Capital Improvement Program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC; however, over a multi-year period, the caps must average to the amounts indicated above in order to keep the TCP program within its fiscal constraints.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Bus-Van Pricelist
Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Table 4, Table 5 and Table 6. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

Table 4: Regional Bus-Van Pricelist, FY 2009-10

Vehicle Type	Total	Federal	Local	Federal %	Local %
Auto	27,000	22,530	4,470	83.44%	16.56%
Minivan Under 22'	49,000	40,887	8,113	83.44%	16.56%
Cut-Away/Van Under 26', 4 or 5-Year, Gas	76,000	62,034	13,966	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, Diesel	101,000	82,441	18,559	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, CNG	113,000	92,236	20,764	81.62%	18.38%
Cut-Away/Van Under 26', 7-Year, Gas	106,000	87,980	18,020	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, Diesel	142,000	117,860	24,140	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, CNG	158,000	131,139	26,861	83.00%	17.00%
Cut-Away/Van 26'+, 4 or 5-Year, Gas	80,000	65,299	14,701	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, Diesel	107,000	87,338	19,662	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, CNG	119,000	97,133	21,867	81.62%	18.38%
Cut-Away/Van 26'+, 7-Year, Gas	111,000	92,130	18,870	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, Diesel	149,000	123,669	25,331	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, CNG	166,000	137,779	28,221	83.00%	17.00%
Transit Bus 30' Diesel	460,000	371,015	88,985	80.66%	19.34%
Transit Bus 30' CNG	514,000	414,569	99,431	80.66%	19.34%
Transit Bus 30' Hybrid	621,000	500,871	120,129	80.66%	19.34%
Transit Bus 35' Diesel	473,000	381,415	91,585	80.64%	19.36%
Transit Bus 35' CNG	530,000	427,379	102,621	80.64%	19.36%
Transit Bus 35' Hybrid	639,000	515,274	123,726	80.64%	19.36%
Transit Bus 40' Diesel	487,000	392,629	94,371	80.62%	19.38%
Transit Bus 40' CNG	545,000	439,390	105,610	80.62%	19.38%
Transit Bus 40' Hybrid	658,000	530,493	127,507	80.62%	19.38%
Suburban Bus 45' Diesel	569,000	458,099	110,901	80.51%	19.49%
Over-the-Road 40' Diesel	569,000	458,099	110,901	80.51%	19.49%
Over-the-Road 40' CNG	637,000	512,846	124,154	80.51%	19.49%
Over-the-Road 40' Hybrid	768,000	618,313	149,687	80.51%	19.49%
Over-the-Road 45' Diesel	614,000	494,329	119,671	80.51%	19.49%
Over-the-Road 45' CNG	688,000	553,906	134,094	80.51%	19.49%
Over-the-Road 45' Hybrid	829,000	667,424	161,576	80.51%	19.49%
Over-the-Road 60' Diesel	810,000	651,185	158,815	80.39%	19.61%
Over-the-Road 60' CNG	907,000	729,167	177,833	80.39%	19.61%
Over-the-Road 60' Hybrid	1,093,000	878,698	214,302	80.39%	19.61%
Articulated 60' Diesel	689,000	553,909	135,091	80.39%	19.61%
Articulated 60' CNG	771,000	619,832	151,168	80.39%	19.61%
Articulated 60' Hybrid	929,000	746,853	182,147	80.39%	19.61%

Notes:
Prices escalated 3.0% annually, rounded to nearest $1,000
Prices for buses and cut-aways include allowances for radios, fareboxes and Translink wiring and brackets.
To calculate price without fareboxes and radios multiply values by .9822
To calculate price without fareboxes multiply values by .9862
To calculate price without radios multiply values by .9960
To calculate price without Translink wiring and brackets subtract $1,545

Table 5: Regional Bus-Van Pricelist, FY 2010-11

Vehicle Type	Total	Federal	Local	Federal %	Local %
Auto	28,000	23,364	4,636	83.44%	16.56%
Minivan Under 22'	50,000	41,721	8,279	83.44%	16.56%
Cut-Away/Van Under 26', 4 or 5-Year, Gas	78,000	63,667	14,333	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, Diesel	104,000	84,889	19,111	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, CNG	116,000	94,684	21,316	81.62%	18.38%
Cut-Away/Van Under 26', 7-Year, Gas	109,000	90,470	18,530	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, Diesel	146,000	121,179	24,821	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, CNG	163,000	135,289	27,711	83.00%	17.00%
Cut-Away/Van 26'+, 4 or 5-Year, Gas	82,000	66,932	15,068	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, Diesel	110,000	89,787	20,213	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, CNG	123,000	100,398	22,602	81.62%	18.38%
Cut-Away/Van 26'+, 7-Year, Gas	114,000	94,620	19,380	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, Diesel	153,000	126,989	26,011	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, CNG	171,000	141,929	29,071	83.00%	17.00%
Transit Bus 30' Diesel	474,000	382,307	91,693	80.66%	19.34%
Transit Bus 30' CNG	529,000	426,668	102,332	80.66%	19.34%
Transit Bus 30' Hybrid	640,000	516,195	123,805	80.66%	19.34%
Transit Bus 35' Diesel	487,000	392,705	94,295	80.64%	19.36%
Transit Bus 35' CNG	546,000	440,281	105,719	80.64%	19.36%
Transit Bus 35' Hybrid	658,000	530,595	127,405	80.64%	19.36%
Transit Bus 40' Diesel	502,000	404,723	97,277	80.62%	19.38%
Transit Bus 40' CNG	561,000	452,290	108,710	80.62%	19.38%
Transit Bus 40' Hybrid	678,000	546,617	131,383	80.62%	19.38%
Suburban Bus 45' Diesel	586,000	471,786	114,214	80.51%	19.49%
Over-the-Road 40' Diesel	586,000	471,786	114,214	80.51%	19.49%
Over-the-Road 40' CNG	656,000	528,143	127,857	80.51%	19.49%
Over-the-Road 40' Hybrid	791,000	636,830	154,170	80.51%	19.49%
Over-the-Road 45' Diesel	632,000	508,820	123,180	80.51%	19.49%
Over-the-Road 45' CNG	709,000	570,813	138,187	80.51%	19.49%
Over-the-Road 45' Hybrid	854,000	687,551	166,449	80.51%	19.49%
Over-the-Road 60' Diesel	834,000	670,480	163,520	80.39%	19.61%
Over-the-Road 60' CNG	934,000	750,873	183,127	80.39%	19.61%
Over-the-Road 60' Hybrid	1,126,000	905,228	220,772	80.39%	19.61%
Articulated 60' Diesel	710,000	570,792	139,208	80.39%	19.61%
Articulated 60' CNG	794,000	638,322	155,678	80.39%	19.61%
Articulated 60' Hybrid	957,000	769,363	187,637	80.39%	19.61%

Notes:
Prices escalated 3.0% annually, rounded to nearest $1,000
Prices for buses and cut-aways include allowances for radios, fareboxes and Translink wiring and brackets.
To calculate price without fareboxes and radios multiply values by .9822
To calculate price without fareboxes multiply values by .9862
To calculate price without radios multiply values by .9960
To calculate price without Translink wiring and brackets subtract $1,590

Table 6: Regional Bus-Van Pricelist, FY 2011-12

Vehicle Type	Total	Federal	Local	Federal %	Local %
Auto	29,000	24,198	4,802	83.44%	16.56%
Minivan Under 22'	52,000	43,390	8,610	83.44%	16.56%
Cut-Away/Van Under 26', 4 or 5-Year, Gas	80,000	65,299	14,701	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, Diesel	107,000	87,338	19,662	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, CNG	119,000	97,133	21,867	81.62%	18.38%
Cut-Away/Van Under 26', 7-Year, Gas	112,000	92,960	19,040	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, Diesel	150,000	124,499	25,501	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, CNG	168,000	139,439	28,561	83.00%	17.00%
Cut-Away/Van 26'+, 4 or 5-Year, Gas	84,000	68,564	15,436	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, Diesel	113,000	92,236	20,764	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, CNG	127,000	103,663	23,337	81.62%	18.38%
Cut-Away/Van 26'+, 7-Year, Gas	117,000	97,110	19,890	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, Diesel	158,000	131,139	26,861	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, CNG	176,000	146,079	29,921	83.00%	17.00%
Transit Bus 30' Diesel	488,000	393,599	94,401	80.66%	19.34%
Transit Bus 30' CNG	545,000	439,573	105,427	80.66%	19.34%
Transit Bus 30' Hybrid	659,000	531,520	127,480	80.66%	19.34%
Transit Bus 35' Diesel	502,000	404,800	97,200	80.64%	19.36%
Transit Bus 35' CNG	562,000	453,183	108,817	80.64%	19.36%
Transit Bus 35' Hybrid	678,000	546,722	131,278	80.64%	19.36%
Transit Bus 40' Diesel	517,000	416,816	100,184	80.62%	19.38%
Transit Bus 40' CNG	578,000	465,995	112,005	80.62%	19.38%
Transit Bus 40' Hybrid	698,000	562,742	135,258	80.62%	19.38%
Suburban Bus 45' Diesel	604,000	486,278	117,722	80.51%	19.49%
Over-the-Road 40' Diesel	604,000	486,278	117,722	80.51%	19.49%
Over-the-Road 40' CNG	676,000	544,244	131,756	80.51%	19.49%
Over-the-Road 40' Hybrid	815,000	656,153	158,847	80.51%	19.49%
Over-the-Road 45' Diesel	651,000	524,117	126,883	80.51%	19.49%
Over-the-Road 45' CNG	730,000	587,720	142,280	80.51%	19.49%
Over-the-Road 45' Hybrid	880,000	708,484	171,516	80.51%	19.49%
Over-the-Road 60' Diesel	859,000	690,578	168,422	80.39%	19.61%
Over-the-Road 60' CNG	962,000	773,383	188,617	80.39%	19.61%
Over-the-Road 60' Hybrid	1,160,000	932,561	227,439	80.39%	19.61%
Articulated 60' Diesel	731,000	587,674	143,326	80.39%	19.61%
Articulated 60' CNG	818,000	657,617	160,383	80.39%	19.61%
Articulated 60' Hybrid	986,000	792,677	193,323	80.39%	19.61%

Notes:
Prices escalated 3.0% annually, rounded to nearest $1,000
Prices for buses and cut-aways include allowances for radios, fareboxes and Translink wiring and brackets.
To calculate price without fareboxes and radios multiply values by .9822
To calculate price without fareboxes multiply values by .9862
To calculate price without radios multiply values by .9960
To calculate price without Translink wiring and brackets subtract $1,640

Note that bus prices include allowances for radios, fareboxes and Translink wiring and brackets. It should be noted in the project description if buses will be procured without these items, and programmed amounts will be adjusted as specified in the pricelist. Operators are encouraged to

include Translink wiring and brackets in all new buses, so the buses are Translink-ready without requiring additional expenses.

IV. PROJECT DEFINITION AND SCORING

Project Scoring

All FTA Section 5307 and FTA Section 5309 FG projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 7.

Table 7. Project Scores

Project Category/Description	Project Score
Revenue Vehicle Replacement	**16**
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Section III, Table 2). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g. a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller buses, or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g. 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	**16**
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for heavy hull ferries)	
Used Vehicle Replacement	**16**
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g. if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive $5/12^{th}$ of the allowable programming for the project).	

Fixed Guideway Replacement / Rehabilitation	**16**
Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.	
Ferry Propulsion Systems	**16**
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.	
Ferry Major Component	**16**
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.	
Ferry Fixed Guideway Connectors	**16**
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.	
Revenue Vehicle Communication Equipment	**16**
Communication Equipment - Includes computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems. For operators who replace radios and base stations when the revenue vehicle/vessel is replaced, no additional system wide replacement will be funded through the regional capital priorities. For bus operators who elect the system wide replacement option, the regional participation in the project will be constrained by the radio allowance in the standard bus price (provided that the radio/base station is not replaced prior to the applicable replacement cycle).	
Non-TransLink® Fare Collection/Fareboxes	**16**
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the TransLink® fare collection system.	
TransLink®	**16**
TransLink® - replacement of TransLink® fare collection equipment related to revenue vehicles and faregates.	

Bus Diesel Emission Reduction Devices	**16**
Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service until at least 2014 in order to be treated as Score 16. Only spares up to 10% of the operator's current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced prior to 2014, and spares in excess of 10% of the operator's inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.	
Safety	**15**
Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency "blue light" phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program.	
ADA/Non Vehicle Access Improvement	**14**
ADA - capital projects needed for ADA *compliance*. Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	**13**
Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over $10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.	
Station/Intermodal Stations/Parking Rehabilitation	**12**
Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.	
Service Vehicles	**11**
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	

Tools and Equipment	**10**
Tools and Equipment - maintenance tools and equipment, generally with a unit value below $10,000.	
Office Equipment	**9**
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, and maintenance management systems.	
Preventive Maintenance	**9**
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. *Note: Requests for preventive maintenance to meet budgetary shortfalls will be guided by the provisions outlined in Section V. Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V.*	
Operational Improvements/Enhancements	**8**
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	**8**
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.	
Expansion	**8**
Expansion - any project needed to support expanded service levels.	

V. PROGRAMMING POLICIES

Project Apportionment Model for Eligible Urbanized Areas
There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high scoring capital needs, the 10% flexible set-aside amounts, and the 10% ADA set-aside amounts. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in Paragraph (b) below.

Eligible programming revenues are net of the 10% flexible set-aside as outlined in paragraph (c) below, the 10% ADA set-aside shown in paragraph (d) below, and the Vehicle Procurement Reserve and Preventive Maintenance Reserve described at the end of this section.

a) *Regional Priority Programming Model* - The 2000 census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model,* as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 census boundary changes.

   The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

   i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g. LAVTA, Fairfield, etc.)

   ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g. SFMTA, AC, WestCAT, CCCTA, etc.)

   iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.

   iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.

   v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.

b) *Multi-County Agreements*: For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the acknowledged agreements, funds are apportioned based on the regional priority model.

There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the Altamont Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

c) *10% Flexible Set-Aside*: Prior to running the apportionment model, 10% of the FTA Section 5307 funds from each of the urbanized areas is redistributed based on apportioned ridership and FTA revenue factors, weighted equally. Table 8 shows the percentages by operator and urbanized area for this programming period. Urbanized areas not shown are either urbanized areas with only one operator or urbanized areas that have opted to not participate in the set-aside. Descriptions of these formulas are outlined below.

Apportioned Ridership: Ridership is apportioned based on how an operator reports their revenue miles to FTA. As an example, BART reports their revenue miles 71.28% in the San Francisco-Oakland UA, 26.14% in the Concord UA, and 2.58% in the Antioch UA. Instead of counting their total ridership, or 97.1 million, in each UA, ridership is apportioned to each UA based on the reporting factors.

FTA Revenue Factors: The set-aside is distributed on FTA revenue factors - bus tier and fixed guideway tier. Factors included in the analysis are revenue vehicle miles, passenger miles, and operating cost. Small-urbanized area set-asides are distributed to eligible operators based on a rough estimation of population and population density.

Table 8: 10% Flexible Set-aside Shares by Urbanized Area and Operator

Operator	SFO	SJ	Concord	Antioch	Vallejo	Napa	Livermore	Gilroy-MH	Petaluma
AC Transit	15.7%								
ACE	1.5%		1.6%						
BART	25.4%		76.9%	47.9%					
Caltrain	3.3%	9.6%							
CCCTA			16.5%						
ECCTA				52.1%					
GGBHTD	5.1%								58.4%
LAVTA			5.0%				100.0%		
Napa					13.5%	100.0%			
Petaluma									13.8%
SamTrans	4.8%								
SFMTA	40.9%								
Sonoma County									27.8%
Union City	0.2%								
Vallejo/Benicia	2.0%				86.5%				
VTA		90.4%						100.0%	
WestCat	0.5%								
WETA (Alameda Ferry)	0.6%								
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes:
1) Urbanized Areas not shown are not participating in 10% flexible set-aside policy.
2) Formula based on hybrid of apportioned ridership and revenue factors (equally weighted).
3) Ridership based on MTC's 2004 Statistical Summary of Bay Area Operators (FY 2002-03 data).
4) Revenue factors based on FY 2001-2002 NTD data received from operators.
5) Shares for Petaluma Transit and WETA based on 2007 data.
6) Distribution in Petaluma UA revised by agreement of eligible operators.
7) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.

Flexible Set-Aside funds will not be programmed for the FY 2010-11 program year due to lower federal apportionments and projected shortfalls in FY 2011-12. The region's ability to program Flexible Set-Aside funds in FY 2011-12 will be evaluated based on projected apportionments and high-scoring capital project needs.

d) *10% ADA Paratransit Service Set-Aside*: SAFETEA establishes a cap on the use of large urbanized area capital funds for ADA paratransit services not to exceed 10% of the region's apportionment of FTA Section 5307 funds. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs. Table 9 shows the percentages by operator and urbanized area for this programming period.

Table 9: ADA Set-aside Amounts by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH
AC Transit	31.1%						
ACE	1.7%		14.1%				
BART	14.7%		46.0%	22.2%			
Caltrain	3.3%	15.0%					
CCCTA			32.3%				
Fairfield-Suisun Transit	Not Applicable						
GGBHTD	8.8%						
LAVTA			7.6%			100.0%	
Napa VINE					7.0%		
SFMTA	29.5%						
SamTrans	7.8%						
SCVTA		85.0%					100.0%
SR City Bus	Not Applicable						
Sonoma Cty Transit	Not Applicable						
Tri-Delta				77.8%			
Union City							
Vacaville	Not Applicable						
Vallejo Transit	2.1%				93.0%		
WestCat	0.9%						
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Notes:
1) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.
2) Formula roughly based on generations with an element of the rail operator portion allotted to bus operators because bus operators generally shoulder a greater share of the ADA operations.
3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.

An operator may use its share of the FTA Section 5307 set-aside for capital purposes or preventive maintenance if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any unfunded transit capital projects or preventive maintenance. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

Limited Use of FTA Funds for Operating Purposes

FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the

amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

Specified Urbanized Area Flexibility
In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTPs and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Transit Enhancements
TEA-21 requires that 1% of the FTA section 5307 apportionment be set aside for transit enhancements. Eligible projects include: historic preservation, rehabilitation, and operation of historic mass transportation buildings, structures, and facilities, bus shelters, landscaping and other scenic beautification, public art, pedestrian access and walkways, bicycle access, including bicycle storage facilities, transit connections to parks, signage, and enhanced access for persons with disabilities to mass transportation.

Due to the overwhelming needs to sustain the current transit capital plant, funded score 16 projects which can be identified as eligible transit enhancement project candidates would count against the 1% set-aside for transit enhancements, including, but not limited to, rehabilitation of cable cars and historic cars, and bike racks to be procured as part of a bus purchase. Any remaining balance will be put into a reserve for funding eligible projects in subsequent years.

Preventive Maintenance Funding for Operating Purposes (non-Reserve or Flexible Set-Aside Funds)
Preventive maintenance will be considered a score 9 funding priority in Transit Capital Priorities, unless a fiscal need exists and can be demonstrated accordingly by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator can demonstrate in a board-approved budget or budget assumption that a shortfall exists; this budget or budget assumption must consider MTC's latest adopted fund estimate and/or Short-Range Transit Plan forecasts for transit-specific revenues.
- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.

- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.

ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.

iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.

iv. Operators requesting FTA formula funds to meet operating shortfalls will be limited to two years preventive maintenance funding within a 12-year period.

Concepts for Preventive Maintenance Allowance – For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. The following two mechanisms will ensure both protection of capital replacement and flexibility for preventive maintenance:

- Capital Exchange – In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project.
- Negotiated Agreement within an Urbanized Area – In the second option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.

The requesting operator will enter into an MOU with MTC and, if applicable, other transit properties affected by the preventive maintenance agreement. The agreement will embody the four eligibility requirements outlined above as well as any other terms and

conditions of the agreement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

Reserve for Major Vehicle Procurements

The proposed TCP programs for FY 2009-10, FY 2010-11 and FY 2011-12 will include a vehicle procurement reserve which will direct approximately $150 million of revenues (total over the three-year program) to help meet the future peak expenditures for major vehicle procurement projects and closely related projects, including BART's and Caltrain's railcar replacements, and SFMTA's trolley car replacement. Caltrain's railcar replacement project is part of a program of closely related projects, including an Advanced Signal System, required to electrify the Caltrain corridor. Most of the costs for the major procurements will be incurred in the FY 2015 to FY 2018 period, causing total Score 16 needs in those years to far exceed projected revenues. Conversely, revenues during the FY 2010 to FY 2012 period are expected to exceed capped Score 16 needs by approximately $200 million.

MTC staff has been working with BART to develop a financing plan for the BART project, and the regional Capital Improvement Program projections used to inform the development of the TCP policy assume that the region will dedicate approximately $730 million in FTA funds to the first phase of the project over the next ten years. The Phase 1 Funding Plan provides for approximately $1 billion of the total project, and includes all project development work, prototypes and testing, and an initial order of 200 vehicles. This element of the TCP policy is based on a commitment to this project funding plan; the BART Board approved their commitment on April 22, 2010. MTC staff is also working with Caltrain and SFMTA to develop detailed approaches to funding their projects.

The Vehicle Procurement Reserve (VPR) will be programmed based on the following criteria:

- Cost of the project relative to annual TCP funding;
- Other funding available for the project, including TCP funds aside from the VPR;
- Timing of funding needs based on vehicle eligibility for replacement and the project's procurement schedule.

MTC staff will provide an assessment of the projected costs and schedules of the major upcoming vehicle procurements against these criteria in conjunction with the proposed VPR program. Programming of the VPR will not be subject to the Project Funding Caps for vehicle procurements specified in Section III Project Eligibility. The VPR program will not be added to the regional Transportation Improvement Program (TIP) until the rest of the FY 2011 and FY2012 TCP program is added to the TIP, after review of updated revenue and cost projections, and potential revisions to the program. This timing will allow for potential revisions to the proposed VPR program if the schedules or projected expenditure plans for the vehicle procurement projects change. MTC staff will continue to work with the staff of BART, Caltrain and SFMTA to refine the funding plans for the vehicle replacement projects, including appropriate levels of local match.

Preventive Maintenance Reserve

In order to help address operating shortfalls, the proposed TCP programs for FY 2009-10, FY 2010-11 and FY 2011-12 will dedicate approximately $50 million over the three-year program as flexible funding that can be used for any eligible project, including preventive maintenance. The funds are proposed to be distributed using the flexible set-aside formula detailed in Table 8. The funds will not be subject to the current TCP preventive maintenance policy requiring that assets exchanged for PM be removed from the program for the life cycle of the asset. Operators will have flexibility in terms of which year to request the flexible funds, and may request all or a portion of their share in any of the three years, FY10 – FY12. Operators must provide a narrative or excerpts from their adopted budget or SRTP explaining how the use of preventive maintenance fits within a strategy to stabilize their operating budget. The amounts of each operator's allocation of the Preventive Maintenance Reserve is shown in Table 10.

Table 10. Preventive Maintenance Reserve FY 2010-2012

Operator	Total
AC Transit	4,948,876
ACE	565,869
BART	12,599,452
Caltrain	1,977,128
CCCTA	827,797
ECCTA	775,548
GGBHTD	1,781,012
LAVTA	580,921
Napa VINE	540,712
Petaluma	16,404
SamTrans	1,514,718
SFMTA	12,929,243
Sonoma Transit	74,255
Union City	57,114
Vallejo	1,499,545
VTA	8,971,810
WCCTA	146,362
WETA (Alameda Ferry)	193,233
Total	50,000,000

Notes:
Programming for WETA will be made contingent on adoption of the transition plan for assumption of responsibility for the Alameda and Vallejo ferry services required by SB 976.

Bus Diesel Emission Reduction Device Funding Program

MTC provided approximately $14 million in CMAQ funds in FY 2003-04 and FY 2004-05 to assist with the procurement of approximately 1,600 bus emission reduction devices to help operators meet California Air Resources Board (CARB) requirements. The devices have reached or are approaching the end of their five-year warranty period, and some of the devices or their components may need to be replaced. New upgraded devices also provide greater NOx reduction benefits than the original devices. In addition, first-time retrofits are required for some of the region's older buses in order to meet CARB requirements.

In response to the need to install or replace bus diesel emission reduction devices to comply with CARB requirements at a time when operator's preventive maintenance budgets are under severe stress due to state budget cuts and the economy, the Transit Capital Priorities policy includes a bus emission reduction device funding program. The elements of this policy attempt to strike a balance between facilitating operators' ability to remain in compliance with CARB requirements and to exceed those requirements by achieving greater NOx reductions on the one hand, and making the most effective use of the region's limited capital funds on the other. The elements of bus emission reduction device replacement program are:

- Requests to replace bus emission reduction devices or device components in order to maintain compliance with or exceed CARB requirements, including first-time retrofits, upgrades, replacements and spares, will be treated as Score 16 projects, subject to the following requirements.

- In order to be treated as Score 16, devices or components must be installed on buses that are scheduled to remain in service until at least 2014. Devices or components to be installed on buses that are scheduled to be replaced prior to 2014 will be treated as Preventive Maintenance (Score 9).

- Requests to procure spare devices or components up to 10% of the operators current device inventory will be treated as Score 16. Spare devices or components in excess of 10% of the inventory will be treated as Preventive Maintenance (Score 9)

- Projects treated as Score 16 under the bus emission reduction device funding program require a 50% local match, rather than the standard 20%. The intent of this element is to encourage cost-effective use of the region's limited capital funding, and to align with the original policy for procuring the devices, which had the regional contribution to NOx reduction and the local contribution for PM reduction.

- Participation in the program is entirely voluntary. It is the responsibility of each operator to determine the best approach to achieving and maintaining compliance with CARB requirements.

APPENDIX 1 – BOARD RESOLUTION

Sample Resolution of Board Support
FTA Section 5307 and 5309 Fixed Guideway (FG) Project and Surface Transportation Program Application

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FTA SECTION 5307 AND 5309 FIXED GUIDEWAY(FG) AND SURFACE TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, the successor to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law Public Law 109-59, August 10, 2005) is anticipated to continue the Federal Transit Administration Formula Programs (23 U.S.C. §53) and Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to SAFETEA-LU, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 and Section 5309 Fixed Guideway (FG) Formula or Surface Transportation Program grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Section 5307, FTA 5309 FG, or Surface Transportation Program funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY 2008-09 FTA Section 5307 and FTA 5309 FG, or Surface Transportation Program funds for the following project:

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) the commitment of necessary local matching funds of at least of 20% for FTA Section 5307 and FTA Section 5309 FG and 11.47% for Surface Transportation Program funds; and
2) that the sponsor understands that the FTA Section 5307, FTA Section 5309 FG and Surface Transportation Programs funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded FTA Section 5307, FTA Section 5309 FG and Surface Transportation Programs funds; and
3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
4) that the sponsor understands that FTA funds must be obligated within three years of programming and the Surface Transportation Program funds must be obligated by September 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Sections 5307 and 5309 FG and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Sections 5307 and 5309 FG and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Sections 5307 and 5309 FG and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Section 5307, FTA Section 5309 FG, and/or Surface Transportation Program in the amount of ($request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

1) (applicant) will provide ($ match amount) in local matching funds; and

2) (applicant) understands that the FTA Sections 5307 and 5309 FG and STP funding for the project is fixed at ($ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost

increases to be funded with FTA Sections 5307 and 5309 FG and Surface Transportation Program funds; and

3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by September 30 of the year the project is programmed for in the TIP; and

BE IT FURTHER RESOLVED, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in prior to MTC programming the FTA Section 5307 and 5309 FG or Surface Transportation Program funded project in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

APPENDIX 2 – OPINION OF COUNSEL

Sample Opinion of Legal Counsel
FTA Section 5307, FTA Section 5309 FG, and STP Project Application

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for FTA Section 5307 Program, FTA 5309 Fixed Guideway (FG) Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the FTA Section 5307 and 5309 FG, and STP Programs made available pursuant to the Reauthorization of SAFETEA Legislation.

1. (Applicant)_____ is an eligible sponsor of projects for the FTA Section 5307, FTA Section 5309 FG, and STP Programs.
2. (Applicant) _____ is authorized to submit an application for FTA Section 5307, FTA Section 5309 FG, and STP funding for (project) _____ _____.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications FTA Section 5307, FTA Section 5309 FG, and STP Program funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Sections 5307 and 5309 FG and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Sections 5307 and 5309 FG and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Sections 5307 and 5309 FG and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Attachment 9, page 1).

APPENDIX A – 13

Regional Policies: Project Funding

San Francisco Bay Area Transit Capital Priorities
(FTA Sections 5307 and 5309)
Process and Criteria
for FY2012-13 and FY2013-14

MTC Resolution No. 4072

Date: October 24, 2012
W.I.: 1512
Referred By: PAC
Revised: 01/23/13-C
02/27/13-C

ABSTRACT

Resolution No. 4072, Revised

This resolution approves the process and establishes the criteria for programming the FY2012-13 and FY2013-14 FTA Section 5307 Urbanized Area, Section 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, Section 5339 Bus and Bus Facilities, and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds in the San Francisco Bay Area.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Criteria for FY2012-13 and FY2013-14 FTA Formula Funds and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Funds

This resolution was revised on January 23, 2013 to make the Marin County Transit District eligible for Transit Capital Priorities funds in the San Francisco-Oakland urbanized area.

This resolution was revised on February 27, 2013 to establish the formula distribution for the Transit Performance Initiative Incentive Program.

Further discussion of the Transit Capital Priorities Policy is contained in the Programming and Allocation Committee Executive Director memoranda dated October 10, 2012; January 9, 2013; and February 13, 2013.

Date: October 24, 2012
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4072

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5309 FG, 5337 and 5339 funds for FY2012-13 and FY2013-14 and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds for FY2012-13 through FY2015-16 to finance transit projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on October 24, 2012.

Date: October 24, 2012
W.I.: 1512
Referred By: PAC
Revised: 01/23/13-C
02/27/13-C

San Francisco Bay Area Transit Capital Priorities Criteria for FY2012-13 and FY2013-14 FTA Formula Funds and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Funds

For development of the FY2012-13 and FY2013-14 Transit Capital Priorities and Transit Performance Initiative Project Lists

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

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FY2012-13 and FY2013-14 Transit Capital Priorities Process & Criteria

I. GOALS AND OBJECTIVES

The FY2012-13 and FY2013-14 Transit Capital Priorities (TCP) Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland (SF/O), San Jose (SJ), Concord, Santa Rosa (SR), and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill (GM), and Petaluma.

The goal of the TCP Criteria is to fund transit projects that are most essential to the region and consistent with Transportation 2035, the region's current 25-year plan, and Plan Bay Area, the proposed successor to Transportation 2035. TCP also implements elements of the Transit Sustainability Project recommendation (MTC Resolution No. 4060). Among the region's objectives for the TCP are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on information provided by the transit operators in response to a call for projects. Operator-proposed projects should be based on Short Range Transit Plan (SRTP) service objectives or other board-approved capital plans. All projects not identified as candidates for the TCP process are assumed to be funded by other fund sources and are so identified in operators' SRTPs or capital plans.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and state programs. Development of the TCP will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

The TCP Criteria applies to programming of the Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307), State of Good Repair (Section 5337) and Bus and Bus Facilities (Section 5339) funds, as well as Federal Highway Administration Surface Transportation Program funds dedicated to transit capital rehabilitation in the Commission's Second Cycle Programming Policy (MTC Resolution No. 4035, Revised).

These programs are authorized for FY2012-13 and FY2013-14 by the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorizing legislation enacted by Congress and signed into law in July 2012. The TCP Criteria also governs the programming of prior-year balances of Fixed Guideway Modernization (Section 5309 FG) funds, which were authorized by MAP-21's predecessor, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

MAP-21 made several changes to FTA funding programs which have been reflected in updates to the TCP Criteria, including:

- Combining the Job Access and Reverse Commute program (Section 5316) with the Urbanized Area Formula program (Section 5307) and the Non-urbanized Area Formula program (Section 5311);

- Replacing the Fixed Guideway Modernization program (Section 5309 FG) with a new State of Good Repair program (Section 5337); and

- Replacing the Bus and Bus Facilities discretionary program (Section 5309 Bus) with a new Bus and Bus Facilities formula program (Section 5339).

As of the date of the adoption of the TCP Criteria, FTA has not yet issued detailed guidance for the implementation of the new funding programs. MTC and the Partnership will revisit and recommend updates to the policy should future FTA rules and guidance require revisions.

II. FTA Formula Funds

A. TCP Application Process

The Transit Finance Working Group (TFWG) serves as the forum for discussing TCP and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All major programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP and any other transit-related funding programs after the TFWG and PTAC has reviewed them.

Capital Program Submittal
For the purposes of programming, project sponsors will submit requests for funding in accordance with detailed instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval
MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY2012-13 and FY2013-14 programming should be submitted by December 10, 2012, the planned date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

Opinion of Counsel
Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307, 5309 FG, 5337 and/or 5339 programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided on Appendix 2.

Screening projects
MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of the Transit Capital Priorities process. Operators will be informed by MTC staff if a project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects
MTC staff will only score those projects, which have passed the screening process. Based on the score assignment provided in Section IV below, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source
Projects passing screening and scoring criteria will be considered for programming in the TCP in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed. Project funds sources will be assigned by MTC staff and will be based on project eligibility and the results of Multi-County Agreement model.

FTA Public Involvement Process and Transportation Improvement Program (TIP)
FTA Public Involvement Process: To receive a FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. As provided for in FTA Circular 9030.1D (revised May 1, 2010), FTA considers a grantee to have met the public participation requirements associated with the annual development of the Program of Projects when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a listing of federally funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. The TIP is a four-year programming document. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

Changes to Transit Capital Priorities Program
Amendments may be allowed only in certain circumstances. The following general principles govern the changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.
- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.

- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.

- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Funding Shortfalls
If final apportionments for the FTA formula programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain projects costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, in making reductions to programming.

Project Review
Each operator is expected to complete their own Federal grant application using FTA's Transportation Electronic Award and Management (TEAM) system. MTC staff will review grant applications and will submit concurrence letters to FTA on behalf of project sponsors as needed.

Program Period
The TCP Criteria will be used to develop a program of projects for FY2012-13 and FY2013-14 FTA Formula Funds. The number of years covered by each TCP policy update is generally aligned with the years covered by the current federal authorization, and the region typically adopts multi-year programs to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs. MAP-21 authorizes FTA funding programs for federal fiscal years 2012-13 and 2013-14.

TCP Development Schedule
To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY2012-13 – FY2013-14 TCP program. If a change in the schedule is required, MTC will notify participants of the TCP program development process in a timely fashion.

TCP Policy / Programming	Start Date	Finish/Due Date
TFWG TCP Policy Discussions	November 11, 2011	September 5, 2012
Call for projects	October 3, 2012	October 31, 2012
TCP Policy to PAC/Commission	October 10/24, 2012	
TCP/AB 664 program to TFWG	November 14, 2012	
TCP/AB 664 programs to PAC/Commission	December 12/19, 2012	
TCP TIP amendment to PAC/Commission	January 9/23, 2013	

B. PROJECT ELIGIBILITY

Federal Requirements and Eligibility

Federal Legislation
Projects selected will conform to the requirements of MAP-21 (or SAFETEA-LU in the case of Section 5309 FG), Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA).

Intelligent Transportation Systems (ITS) Architecture Policy
Project sponsors will be required to meet the Federal Transit Administration's National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: http://www.mtc.ca.gov/planning/ITS/index.htm.

1% Security Policy
Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. For project sponsors that are unable to meet the 1% security requirement, MTC will set-aside 1% of the total amount of FTA Section 5307 programmed to those sponsors for the purposes of meeting this requirement.

Program Eligibility
Program eligibility is based on the statutory eligibility for the FTA Section 5307, 5309 FG, 5337 and 5339 programs. If revisions to eligibility for these programs are adopted as

part of FTA circulars or other guidance issued for the new funding programs, the region will consider conforming amendments to the TCP policy.

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Capital projects; planning; job access and reverse commute projects; and operating costs of equipment and facilities for use in public transportation in urbanized areas with a population of fewer than 200,000, and, in certain circumstances, in urbanized areas with a population greater than 200,000. Eligible capital projects include—

(A) acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, and acquiring rights-of-way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;
(B) rehabilitating a bus;
(C) remanufacturing a bus;
(D) overhauling rail rolling stock;
(E) preventive maintenance;
(F) leasing equipment or a facility for use in public transportation
(G) a joint development improvement that meet specified requirements
(H) the introduction of new technology, through innovative and improved products, into public transportation;
(I) the provision of nonfixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), under specified circumstances;
(J) establishing a debt service reserve to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project
(K) mobility management; and
(L) associated capital maintenance.

FTA Section 5309 Fixed Guideway Federally Defined Program Eligibility (Statutory Reference: 49USC5309): Capital projects to modernize or improve fixed guideway systems are eligible including purchase and rehabilitation of rolling stock and ferries, track, line equipment, structures, ferry floats, ramps and other ferry fixed guideway connectors, ferry navigational equipment and related components, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, system extensions, and preventive maintenance.

FTA Section 5337 State of Good Repair Federally Defined Program Eligibility (Statutory Reference: 49USC5337): Capital projects to maintain fixed guideway and high intensity

motorbus public transportation systems in a state of good repair, including projects to replace and rehabilitate—
(A) rolling stock;
(B) track;
(C) line equipment and structures;
(D) signals and communications;
(E) power equipment and substations;
(F) passenger stations and terminals;
(G) security equipment and systems;
(H) maintenance facilities and equipment;
(I) operational support equipment, including computer hardware and software; and
(J) development and implementation of a transit asset management plan.

The term 'fixed guideway' means a public transportation facility:
(A) using and occupying a separate right-of-way for the exclusive use of public transportation;
(B) using rail;
(C) using a fixed catenary system;
(D) for a passenger ferry system; or
(E) for a bus rapid transit system.

The term 'high intensity motorbus' means public transportation that is provided on a facility with access for other high-occupancy vehicles.

FTA Section 5339 Bus and Bus Facilities Federally Defined Program Eligibility (Statutory Reference: 49USC5339): Capital projects—
(1) to replace, rehabilitate, and purchase buses and related equipment; and
(2) to construct bus-related facilities.

Regional Requirements and Eligibility

Urbanized Area Eligibility
Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307, 5309 FG, 5337 and 5339 funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, Marin County Transit District, SFMTA, SamTrans, Union City Transit, Solano County Transit (ADA Paratransit Operating Set-Aside only), Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, VTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, ECCTA
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	Napa Vine on behalf of American Canyon, Solano County Transit
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, VTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

(i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area's urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.

(ii) Santa Rosa City Bus and Sonoma County will apportion Santa Rosa urbanized area funding in accordance with previous agreements (75% Santa Rosa City Bus and 25% Sonoma County).

(iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be

re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years where extensive capital need in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UA.

(iv) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement.

(v) Solano County Transit is eligible to receive ADA Paratransit Operating Set-Aside funds (see Section V Programming Policies) from the San Francisco-Oakland urbanized area; all other projects will be programmed from the Vallejo urbanized area.

Eligibility for New Operators
New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2011 services and intends to file a report for 2012 to be eligible for FY13 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP or other board-approved capital plan to MTC.

Screening Criteria
A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements: The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with

the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

The proposed project must be consistent with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan or other board-approved capital plan, or in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans).

Financial Requirements: The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements: All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.

- Train control or traction power replacement/rehab needs for a given year.

- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals.
The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the

project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

Asset Useful Life
To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2. Useful Life of Assets

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years
Over-the-Road-Coaches*	14 years
Medium-Duty Buses*	10 years
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van[1]	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Trolley	15 years
Heavy Railcar[2]	25 years
Locomotive	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Light Weight/Aluminum Hull Ferries[3]	25 years
Used Vehicles[4]	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Trolley Overhead/3rd Rail	Varies by type of OVHD/3rd rail
Facility	Varies by facility and component replaced

Notes:
(1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.
(2) Includes Caltrain and ACE commuter rail and BART urban rail cars.
(3) Light weight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.
(4) Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See "used vehicle replacement" Section IV, Definition of Project Categories).

Requests to program vehicle replacement funds prior to the first eligible year in order to advance procurements or to replace vehicles with higher than normal maintenance costs will be considered if the proposal has minimal impacts on other operators and can be accommodated within the region's fiscal constraints.

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Compensation for Bus Replacement Beyond Minimum Useful Life
Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in Table 2 will be eligible for either of two financial compensations:

Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a $600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be 2/12 x $600,000 = $100,000. Under Option 1, the operator would receive $100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive $50,000, which could be programmed for any eligible project. The region would retain the other $50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

Project Funding Caps
In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed $20 million for buses or $30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate for both Section 5307 and Section 5309 FG programs. If the cost of the vehicle procurement exceeds the annual cap, the difference will be programmed in subsequent years subject to availability of funds.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway operator in Table 3. The total amount of the caps is maintained at $115 million based on the updated CIP projections. Each operator's cap is based on its share of the updated fixed guideway need projections prepared for the proposed Plan Bay Area RTP, with a floor applied so that no operator's cap is reduced by more than 5% from their prior cap. The current cap for WETA includes the previous cap for Vallejo Transit to reflect the transition of Vallejo's ferry service to WETA.

When developing the proposed TCP programs for FY2012-13 and FY2013-14, the fixed guideway caps may be increased or decreased proportionally, depending on the aggregate demand for Score 16 projects compared to projected revenues. Operators have the option of submitting contingent fixed guideway programming requests equal to 20% of the operator's cap, in addition to requests for programming the cap amount. The contingent requests will be programmed if the program's fiscal balance allows the region to increase the caps.

Table 3. Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE[1]	All Eligible FG Categories	$1,387,000
BART	All Eligible FG Categories	45,067,900
Caltrain	All Eligible FG Categories	12,606,500
GGBHTD	All Eligible FG Categories	5,377,000
SFMTA	All Eligible FG Categories	34,592,100
VTA	All Eligible FG Categories	8,977,500
WETA	All Eligible FG Categories	6,992,000

The cap amount may be programmed to any projects that are eligible for FTA Section 5309 FG or Section 5337 funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Systems Replacement/Rehabilitation
- Train Control/Signaling Replacement/Rehabilitation
- Dredging
- Ferry Fixed Guideway Connectors Replacement/Rehabilitation
- Ferry Major Component Replacement/Rehabilitation
- Ferry Propulsion Replacement/Rehabilitation

- Cable Car Infrastructure Replacement/Rehabilitation

- Wayside Fare Collection Equipment Replacement/Rehabilitation

Programming for all projects that fall within these categories must be within the operator's cap amount.

Operators may request a one-year waiver to use fixed guideway cap funds for other capital needs that are not included in one of the eligible project categories listed above if the operator can demonstrate that the other capital needs can be addressed by the one-year waiver, or that the use of fixed guideway cap funds is part of a multi-year plan to address the other capital needs. The operator must also demonstrate that the waiver will have minimal impact on the operator's ability to meet its fixed guideway capital needs.

Other replacement projects cannot exceed $5 million. This cap applies to non-vehicle and non-fixed guideway Score 16 projects, including communications systems, bus fare collection equipment (fixed guideway wayside fare collection equipment is covered under the fixed guideway caps), and bus emission reduction devices; and lower scoring replacement projects. Vehicle rehabilitation projects that are treated as Score 16 because the life of the asset is being extended (see Asset Useful Life above) are also subject to this cap. If project costs exceed the cap, the difference will not automatically be programmed in subsequent years; the region will assess its ability to program additional funding year-by-year based on projected revenues and demand for other Score 16 needs.

Expansion or enhancement projects cannot exceed $3.75 million.

As part of the region's 10-year Capital Improvement Program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC; however, over a multi-year period, the caps must average to the amounts indicated above in order to keep the TCP program within its fiscal constraints.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Bus-Van Pricelist
Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Table 4 and Table 5. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with

diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

Note that bus prices include allowances for radios, fareboxes and Clipper wiring and brackets. It should be noted in the project description if buses will be procured without these items, and programmed amounts will be adjusted as specified in the pricelist. Operators are encouraged to include Clipper wiring and brackets in all new buses, so the buses are Clipper-ready without requiring additional expenses.

Table 4: Regional Bus-Van Pricelist, FY2012-13

Vehicle Type	Total	Federal	Local	Federal %	Local %
Auto	30,000	25,033	4,967	83.44%	16.56%
Minivan Under 22'	54,000	45,059	8,941	83.44%	16.56%
Cut-Away/Van Under 26', 4 or 5-Year, Gas	82,000	66,932	15,068	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, Diese	110,000	89,787	20,213	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, CNG	123,000	100,398	22,602	81.62%	18.38%
Cut-Away/Van Under 26', 7-Year, Gas	115,000	95,450	19,550	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, Diesel	155,000	128,649	26,351	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, CNG	173,000	143,589	29,411	83.00%	17.00%
Cut-Away/Van 26'+, 4 or 5-Year, Gas	87,000	71,013	15,987	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, Diesel	116,000	94,684	21,316	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, CNG	131,000	106,928	24,072	81.62%	18.38%
Cut-Away/Van 26'+, 7-Year, Gas	121,000	100,430	20,570	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, Diesel	163,000	135,289	27,711	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, CNG	181,000	150,229	30,771	83.00%	17.00%
Transit Bus 30' Diesel	503,000	405,697	97,303	80.66%	19.34%
Transit Bus 30' CNG	561,000	452,478	108,522	80.66%	19.34%
Transit Bus 30' Hybrid	679,000	547,651	131,349	80.66%	19.34%
Transit Bus 35' Diesel	517,000	416,896	100,104	80.64%	19.36%
Transit Bus 35' CNG	579,000	466,891	112,109	80.64%	19.36%
Transit Bus 35' Hybrid	698,000	562,850	135,150	80.64%	19.36%
Transit Bus 40' Diesel	533,000	429,715	103,285	80.62%	19.38%
Transit Bus 40' CNG	595,000	479,701	115,299	80.62%	19.38%
Transit Bus 40' Hybrid	719,000	579,672	139,328	80.62%	19.38%
Suburban Bus 45' Diesel	622,000	500,769	121,231	80.51%	19.49%
Over-the-Road 40' Diesel	622,000	500,769	121,231	80.51%	19.49%
Over-the-Road 40' CNG	696,000	560,346	135,654	80.51%	19.49%
Over-the-Road 40' Hybrid	839,000	675,475	163,525	80.51%	19.49%
Over-the-Road 45' Diesel	671,000	540,219	130,781	80.51%	19.49%
Over-the-Road 45' CNG	752,000	605,432	146,568	80.51%	19.49%
Over-the-Road 45' Hybrid	906,000	729,416	176,584	80.51%	19.49%
Over-the-Road 60' Diesel	885,000	711,480	173,520	80.39%	19.61%
Over-the-Road 60' CNG	991,000	796,697	194,303	80.39%	19.61%
Over-the-Road 60' Hybrid	1,195,000	960,699	234,301	80.39%	19.61%
Articulated 60' Diesel	753,000	605,361	147,639	80.39%	19.61%
Articulated 60' CNG	843,000	677,715	165,285	80.39%	19.61%
Articulated 60' Hybrid	1,016,000	816,795	199,205	80.39%	19.61%

Notes:
Prices escalated 2.0% annually, rounded to nearest $1,000
Prices for buses and cut-aways include allowances for radios, fareboxes and Clipper wiring and brackets.
To calculate price without fareboxes and radios multiply values by .9822
To calculate price without fareboxes multiply values by .9862
To calculate price without radios multiply values by .9960
To calculate price without Clipper wiring and brackets subtract $1,673
For buses with dual-side doors, add $50,000 to Total ($40,000 Federal, $10,000 Local)

Table 5: Regional Bus-Van Pricelist, FY2013-14

Vehicle Type	Total	Federal	Local	Federal %	Local %
Auto	31,000	25,867	5,133	83.44%	16.56%
Minivan Under 22'	55,000	45,893	9,107	83.44%	16.56%
Cut-Away/Van Under 26', 4 or 5-Year, Gas	84,000	68,564	15,436	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, Diesel	112,000	91,419	20,581	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, CNG	125,000	102,030	22,970	81.62%	18.38%
Cut-Away/Van Under 26', 7-Year, Gas	117,000	97,110	19,890	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, Diesel	158,000	131,139	26,861	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, CNG	176,000	146,079	29,921	83.00%	17.00%
Cut-Away/Van 26'+, 4 or 5-Year, Gas	89,000	72,646	16,354	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, Diesel	118,000	96,317	21,683	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, CNG	134,000	109,377	24,623	81.62%	18.38%
Cut-Away/Van 26'+, 7-Year, Gas	123,000	102,090	20,910	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, Diesel	166,000	137,779	28,221	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, CNG	185,000	153,549	31,451	83.00%	17.00%
Transit Bus 30' Diesel	513,000	413,763	99,237	80.66%	19.34%
Transit Bus 30' CNG	572,000	461,350	110,650	80.66%	19.34%
Transit Bus 30' Hybrid	693,000	558,943	134,057	80.66%	19.34%
Transit Bus 35' Diesel	527,000	424,960	102,040	80.64%	19.36%
Transit Bus 35' CNG	591,000	476,568	114,432	80.64%	19.36%
Transit Bus 35' Hybrid	712,000	574,139	137,861	80.64%	19.36%
Transit Bus 40' Diesel	544,000	438,584	105,416	80.62%	19.38%
Transit Bus 40' CNG	607,000	489,376	117,624	80.62%	19.38%
Transit Bus 40' Hybrid	733,000	590,959	142,041	80.62%	19.38%
Suburban Bus 45' Diesel	634,000	510,430	123,570	80.51%	19.49%
Over-the-Road 40' Diesel	634,000	510,430	123,570	80.51%	19.49%
Over-the-Road 40' CNG	710,000	571,618	138,382	80.51%	19.49%
Over-the-Road 40' Hybrid	856,000	689,162	166,838	80.51%	19.49%
Over-the-Road 45' Diesel	684,000	550,685	133,315	80.51%	19.49%
Over-the-Road 45' CNG	767,000	617,508	149,492	80.51%	19.49%
Over-the-Road 45' Hybrid	924,000	743,908	180,092	80.51%	19.49%
Over-the-Road 60' Diesel	903,000	725,951	177,049	80.39%	19.61%
Over-the-Road 60' CNG	1,011,000	812,776	198,224	80.39%	19.61%
Over-the-Road 60' Hybrid	1,219,000	979,993	239,007	80.39%	19.61%
Articulated 60' Diesel	768,000	617,420	150,580	80.39%	19.61%
Articulated 60' CNG	860,000	691,382	168,618	80.39%	19.61%
Articulated 60' Hybrid	1,036,000	832,874	203,126	80.39%	19.61%

Notes:
Prices escalated 2.0% annually, rounded to nearest $1,000
Prices for buses and cut-aways include allowances for radios, fareboxes and Clipper wiring and brackets.
To calculate price without fareboxes and radios multiply values by .9822
To calculate price without fareboxes multiply values by .9862
To calculate price without radios multiply values by .9960
To calculate price without Clipper wiring and brackets subtract $1,706
For buses with dual-side doors, add $50,000 to Total ($40,000 Federal, $10,000 Local)

C. Project Definition and Scoring

Project Scoring
All projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 6.

Table 6. Project Scores

Project Category/Description	Project Score
Revenue Vehicle Replacement	**16**
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Asset Useful Life above). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g., a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller buses, or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that it is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g., 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	**16**
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for heavy hull ferries). Rehabilitation of historic railcars, which have, by definition, extended useful lives, is included in this category.	
Used Vehicle Replacement	**16**
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g., if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive $5/12^{th}$ of the allowable programming for the project).	
Fixed Guideway Replacement / Rehabilitation	**16**

Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.	
Ferry Propulsion Systems	**16**
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.	
Ferry Major Component	**16**
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.	
Ferry Fixed Guideway Connectors	**16**
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.	
Revenue Vehicle Communication Equipment	**16**
Communication Equipment - Includes computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems. For operators who replace radios and base stations when the revenue vehicle/vessel is replaced, no additional system wide replacement will be funded through the regional capital priorities. For bus operators who elect the system wide replacement option, the regional participation in the project will be constrained by the radio allowance in the standard bus price (provided that the radio/base station is not replaced prior to the applicable replacement cycle).	
Non-Clipper® Fare Collection/Fareboxes	**16**
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the Clipper® fare collection system.	
Clipper®	**16**
Clipper® - replacement of Clipper® fare collection equipment related to revenue vehicles and faregates.	

Bus Diesel Emission Reduction Devices	**16**
Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service until at least 2017 in order to be treated as Score 16. Only spares up to 10% of the operator's current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced prior to 2017, and spares in excess of 10% of the operator's inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.	
Safety	**15**
Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency "blue light" phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program.	
ADA/Non Vehicle Access Improvement	**14**
ADA - capital projects needed for ADA *compliance*. Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	**13**
Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over $10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.	
Station/Intermodal Stations/Parking Rehabilitation	**12**
Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.	
Service Vehicles	**11**
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	

Tools and Equipment	**10**
Tools and Equipment - maintenance tools and equipment, generally with a unit value below $10,000.	
Office Equipment	**9**
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, and maintenance management systems.	
Preventive Maintenance	**9**
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. Preventive Maintenance may be treated as Score 16 under certain circumstances; see Section V. Programming Policies, Preventive Maintenance Funding.	
Operational Improvements/Enhancements	**8**
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	**8**
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.	
Expansion	**8**
Expansion - any project needed to support expanded service levels.	

D. PROGRAMMING POLICIES

Project Apportionment Model for Eligible Urbanized Areas

There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high scoring capital needs, the 10% ADA set-aside amounts, the Lifeline set-aside amounts, and the Unanticipated Costs Reserve. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in Paragraph (b) below. Eligible programming revenues are net of the the 10% ADA set-aside discussed in paragraph (c) below, and the Vehicle Procurement Reserve, if any, described at the end of this section.

a) *Regional Priority Programming Model*: The 2000 census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model,* as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 census boundary changes. The 2010 census did not result in any major changes to the region's urbanized areas.

   The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

   i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g., LAVTA, Fairfield, etc.)

   ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g., SFMTA, AC, WestCAT, CCCTA, etc.)

   iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.

   iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.

   v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.

b) *Multi-County Agreements*: For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the acknowledged agreements, funds are apportioned based on the regional priority model.

There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the Altamont Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

c) *10% ADA Paratransit Service Set-Aside*: MAP-21 caps the share of each urbanized area's Section 5307 apportionment that can be programmed for ADA paratransit service operating costs at 10%. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs. Table 7 shows the percentages by operator and urbanized area for this programming period.

Table 7: ADA Set-aside Amounts by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH
AC Transit	31.1%						
ACE	1.7%		14.1%				
BART	14.7%		46.0%	22.2%			
Caltrain	3.3%	15.0%					
CCCTA			32.3%				
Fairfield-Suisun Transit	Not Applicable						
GGBHTD	8.8%						
LAVTA			7.6%			100.0%	
Napa VINE					7.0%		
SFMTA	29.5%						
SamTrans	7.8%						
SCVTA		85.0%					100.0%
SolTrans	2.1%				93.0%		
SR City Bus	Not Applicable						
Sonoma Cty Transit	Not Applicable						
Tri-Delta				77.8%			
Union City							
Vacaville	Not Applicable						
WestCat	0.9%						
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Notes:
1) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.
2) Formula roughly based on generations with an element of the rail operator portion allotted to bus operators because bus operators generally shoulder a greater share of the ADA operations.
3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.

An operator may use its share of the FTA Section 5307 set-aside for capital purposes or preventive maintenance if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any unfunded transit capital projects or preventive maintenance. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

d) *Lifeline Set-Aside*: MAP-21 eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and

3.07% of 5307 appropriations will be apportioned by the JARC low-income formula. However, there are no minimum or maximum amounts that can be programmed for JARC projects.

The region has historically used JARC funds apportioned to large urbanized areas to support the Lifeline program. The adopted Lifeline programs for FY2012 and FY2013 each assumed approximately $2.8 million in JARC funding from large urbanized areas, about $200,000 over the actual FY2012 apportionments, and $400,000 over the projected FY2013 apportionment.

JARC funds apportioned to small urbanized areas were managed by Caltrans before MAP-21 was enacted. At the time this policy is being developed, it is uncertain whether Caltrans will continue to manage Section 5307 funds that are apportioned by the JARC formula in small urbanized areas, or whether this responsibility will be transferred to MTC as the designated recipient for Section 5307 for small urbanized areas in the region.

In recognition of the changes to the JARC program and the continued need for funding for the Lifeline program:

- The first priority for 5307 funds apportioned by the JARC formula is the Lifeline program;

- In the FY2012-13 Section 5307 program, approximately $3.0 million of large urbanized area funds will be set aside for the Lifeline program (approximately $2.8 million for the FY2013 program and $200,000 for the FY2012 shortfall);

- In the FY2013-14 Section 5307 program, funds equivalent to the JARC formula apportionments to large urbanized areas, currently projected to total approximately $2.4 million, will be set aside for the FY2014 Lifeline program;

- FY2013 and FY2014 Section 5307 funds equivalent to FTA's estimates of JARC formula apportionments to small urbanized areas will be held in reserve while MTC staff works with Caltrans to determine the process for programming Section 5307 funds apportioned by the JARC formula in small urbanized areas. If MTC manages these funds, the first priority for the reserved funds will be Lifeline projects in small UAs.

- Section 5307 funds programmed for JARC projects shall be subject to the Lifeline Program guidelines in effect for that year of programming, rather than to the TCP Policies, provided such projects are consistent with federal laws and regulations related to Section 5307.

e) *Unanticipated Costs Reserve*: Unanticipated costs, such as capital improvements required to comply with new regulations, can be difficult to accommodate in the TCP

program after the preliminary program has been developed and adopted. To improve the region's ability to provide funding to meet such unanticipated costs, a reserve of approximately $1 million of Section 5307 funds and $1 million of Section 5337 funds will be set aside before developing the preliminary programs for FY2012-13 and FY2013-14. The reserve will be set aside from all urbanized areas proportional to each urbanized area's projected apportionments in each program. Any proposals to program from the reserve will be reviewed with the Transit Finance Working Group. Any Unanticipated Cost Reserve funds that are not programmed will roll over and be available for programming in the following year.

Limited Use of FTA Funds for Operating Purposes
FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

MAP-21 provides new eligibility for small and medium-sized bus operators in large urbanized areas to use Section 5307 funds for operating assistance. For operators with up to 75 buses, 75% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. For operators with up to 76 to 100 buses, 50% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. Eligible operators may request operating assistance up to the maximum eligible amount, but operating assistance will be programmed only after higher scoring projects in the urbanized area are funded. Operating assistance requests will be treated at Score 8 in the programming process (see Table 6 Project Scores above).

Specified Urbanized Area Flexibility
In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTP or other board-approved capital plan, and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Associated Transit Improvements
MAP-21 requires that 1% of the FTA section 5307 apportionments in large urbanized areas be programmed for Associated Transit Improvements (formerly referred to as transit enhancements). Eligible projects include:
(A) historic preservation, rehabilitation, and operation of historic public transportation buildings, structures, and facilities (including historic bus and railroad facilities) intended for use in public transportation service;
(B) bus shelters;

(C) landscaping and streetscaping, including benches, trash receptacles, and street lights;
(D) pedestrian access and walkways;
(E) bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on public transportation vehicles;
(F) signage; or
(G) enhanced access for persons with disabilities to public transportation.

Due to the overwhelming needs to sustain the current transit capital plant, funded score 16 projects which can be identified as eligible Associated Transit Improvement project candidates would count against the 1% requirement, including, but not limited to, rehabilitation of cable cars and historic cars, and bike racks to be procured as part of a bus purchase. Any remaining balance will be put into a reserve for funding eligible projects in subsequent years.

Preventive Maintenance Funding
Preventive maintenance will be considered a Score 9 funding priority in Transit Capital Priorities, unless the conditions for one of the following four policy elements are met, in which case preventive maintenance will be treated as Score 16. For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

a) *Funding Exchange*: Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local or state funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V. The Funding Exchange element can be applied to lower scoring capital projects as well as preventive maintenance. Operators using the Funding Exchange element must certify in writing that the assets will be replaced with non-federal funds.

b) *Capital Exchange*: In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project. Operators using the Capital Exchange element will be limited to two years preventive maintenance funding within a 12-year period.

c) *Negotiated Agreement within an Urbanized Area*: In the third option, an operator may negotiate with the other operators in the affected urbanized areas to receive an

amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.

d) *Budgetary Shortfalls*: Requests for preventive maintenance to meet budgetary shortfalls will be considered on a case-by-case basis if a fiscal need can be demonstrated by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.

ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.

iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.

iv. Operators requesting FTA formula funds will be limited to two years preventive maintenance funding within a 12-year period.

The requesting operator will enter into an MOU with MTC or other formal agreement or action, such as Board approvals, and if applicable, with other transit properties affected by the preventive maintenance agreement. The agreement or actions will embody the four eligibility requirements outlined above as well as any other relevant terms and conditions of the agreement.

Bus Diesel Emission Reduction Device Funding Program

MTC provided approximately $14 million in CMAQ funds in FY2003-04 and FY2004-05 to assist with the procurement of approximately 1,600 bus emission reduction devices to help operators meet California Air Resources Board (CARB) requirements. The devices have reached or are approaching the end of their five-year warranty period, and some of the devices or their components may need to be replaced. New upgraded devices also provide greater NOx reduction benefits than the original devices. In addition, first-time retrofits are required for some of the region's older buses in order to meet CARB requirements.

- In response to the need to install or replace bus diesel emission reduction devices to comply with CARB requirements, the Transit Capital Priorities policy includes a bus emission reduction device funding program. The elements of this policy attempt to strike a balance between facilitating operators' ability to remain in compliance with CARB requirements and to exceed those requirements by achieving greater NOx reductions on the one hand, and making the most effective use of the region's limited capital funds on the other. The elements of bus emission reduction device replacement program are:

- Requests to replace bus emission reduction devices or device components in order to maintain compliance with or exceed CARB requirements, including first-time retrofits, upgrades, replacements and spares, will be treated as Score 16 projects, subject to the following requirements.

- In order to be treated as Score 16, devices or components must be installed on buses that are scheduled to remain in service until at least 2017 for funds programmed in FY2012-13, and until at least 2018 for funds programmed in FY2013-14. Devices or components to be installed on buses that are scheduled to be replaced prior to the specified years will be treated as Preventive Maintenance (Score 9).

- Requests to procure spare devices or components up to 10% of the operators current device inventory will be treated as Score 16. Spare devices or components in excess of 10% of the inventory will be treated as Preventive Maintenance (Score 9)

- Projects treated as Score 16 under the bus emission reduction device funding program require a 50% local match, rather than the standard 20%. The intent of this element is to encourage cost-effective use of the region's limited capital funding, and to align with the original policy for procuring the devices, which had the regional contribution to NOx reduction and the local contribution for PM reduction.

- Participation in the program is entirely voluntary. It is the responsibility of each operator to determine the best approach to achieving and maintaining compliance with CARB requirements.

Vehicle Procurement Reserves
The TCP program for FY2010-11 and FY2011-12 included a vehicle procurement reserve which set-aside $150 million of revenues to help meet the future peak expenditures for major vehicle procurement projects, including BART's and Caltrain's railcar replacements, and SFMTA's trolley car replacement, and closely related projects (such as the Caltrain electrification program). Most of the costs for the major procurements will be incurred in the FY2015 to FY2018 period, causing total Score 16 needs in those years to far exceed projected revenues, while revenues during the FY2011 to FY2012 period were expected to exceed capped Score 16 needs.

The proposed TCP program for FY2012-13 and FY2013-14 may include a second Vehicle Procurement Reserve, depending on projected FTA revenues, updated schedules and programming needs for the major vehicle procurement projects, and the demand for funding for other high-scoring capital projects.

Conditioning Programming on Expenditure of Prior Grants
The intent of this policy element is to direct the region's limited funds to the projects most in need of additional resources. If an operator requests TCP funds for a project which received funding in prior years, and the prior-year grants have significant unexpended balances (as determined by reviewing FTA TEAM disbursement reports) at the time the program is being developed, MTC staff will request that the operator provide a justification for the additional programming, and will review the justification for reasonableness before recommending additional funding for the project. The justification for additional programming could include any of the following elements:

- A funding plan for the project that demonstrates the need for funding over multiple years;
- Demonstration that the unexpended funds are under contract or otherwise encumbered;
- A schedule for drawing down the unexpended balance as the project is completed;
- Demonstration that the unexpended balance of the grant is for a project other than the project for which additional funding is being requested.

Joint Procurements
In recognition of the policy direction of the Transit Sustainability Project Resolution No. 3060, before TCP funds are programmed for revenue vehicles, non-revenue vehicles, communications and vehicle location systems, fare collection equipment, bus emission reduction devices, computer systems, including management information systems and maintenance/asset management systems, or other equipment, operators must evaluate and pursue, as appropriate, opportunities for joint procurements and integrated operations with other operators. MTC will coordinate discussions if requested.

Transit Asset Management

MAP-21 requires FTA funding recipients to develop transit asset management (TAM) plans, including capital asset inventories and condition assessments, report asset inventory and condition data to the National Transit Database (NTD), and to develop TAM performance measures, targets and reports. FTA has one year from the enactment of MAP-21 to issue a final rule implementing TAM requirements. The region is relatively well positioned to meet the new TAM requirements due to development of the Regional Transit Capital Inventory (RTCI) and the use of FTA's TERM model to assess asset conditions and project capital needs, but individual operators vary widely in their approaches to TAM. In order to effectively comply with the new TAM requirements and improve the region's TAM practices, MTC will:

- Work with FTA to ensure that RTCI data can be used to help meet TAM requirements;

- Propose revisions to this policy needed to meet the requirements of FTA's final TAM rule; and

- Work with the operators to evaluate TAM systems and consider joint procurement of such systems to reduce costs, facilitate data interchange with RTCI and NTD, and comply with the new TAM requirements. Operators that already developed TAM systems will not be required to participate in joint procurements of TAM systems.

III. CYCLE 2 STP/CMAQ TRANSIT CAPITAL REHABILITATION PROGRAM

The Commission's Cycle 2 Program Project Selection Criteria and Programming Policy For FY2012-13, FY2013-14, FY2014-15 and FY 2015-16, MTC Resolution No. 4035, Revised, includes $150 million in STP/CMAQ funding for a Transit Capital Rehabilitation Program. These funds will be programmed to Transit Performance Initiative projects and to transit capital rehabilitation projects. Specific projects are included in Attachment B to MTC Resolution No. 4035, Revised.

Transit Performance Initiative

This program includes investment and performance incentive elements. The investment element implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. For FY2012-13 through FY2015-16, $13 million annually is available for this program.

The incentive program provides financial rewards to transit agencies that improve ridership and/or productivity. For FvY2012-13, $15 million is distributed based on each operator's share of ridership based on final audited FY2010-11 ridership figures. For FY2013-14 through FY2015-16, $15 million is available annually based on the formula distribution described below. The program will be evaluated annually following each cycle.

Large and Small Operator Accounts: Of the annual $15 million available, 85% and 15% shall be assigned to the large and small operator accounts, respectively. The large operators include: AC Transit; BART, Caltrain, Golden Gate Transit, SFMTA, SamTrans, and Santa Clara VTA.

Large Operator Distribution Formula: The distribution for large operators shall be determined by the Commission at a future date.

Small Operator Distribution Formula: Funds shall be distributed to small operators as follows:

- 25% based on Passenger Increase (absolute)
- 25% based on Passenger Per Hour Increase (absolute)
- 50% based on Annual Passengers

Data Source: Using the most recent National Transit Database data for all modes excluding Paratransit, the distribution formula shall be calculated annually using a three-year rolling average commencing with FY2009-10, 2010-11 and 2011-12 for the FY2013-14 distribution. For the FY2013-14 distribution, data for Marin

County Transit District shall be included with Golden Gate Transit in the Large Operator Account. The funding, however, assigned to Golden Gate Transit based on the NTD data, will be further distributed to the two operators – Golden Gate Transit and Marin County Transit District – based on a mutually agreed split based on the relevant performance and ridership data.

Transit Capital Rehabilitation

Any Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds not programmed for Transit Performance Initiative projects will be programmed for transit capital rehabilitation projects to supplement the Transit Capital Priorities program. Transit capital rehabilitation projects will be programmed using the same policies and procedures as used for the FTA formula funds, as specified in Section II. FTA Formula Funds. This includes a set-aside of $1 million to support the consolidation and transition of Vallejo and Benicia bus services to Soltrans.

APPENDIX 1 – BOARD RESOLUTION

Sample Resolution of Board Support
FTA Section 5307, 5309 Fixed Guideway (FG), 5337 and 5339 and Surface Transportation Program Project Application

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FTA FORMULA PROGRAM AND SURFACE TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21, Public Law Public Law 112-141) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to MAP-21, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307, Section 5309 Fixed Guideway (FG), Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Formula Program or STP funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY2012-13 or FY2013-14 FTA Formula Program or STP funds, for the following project(s):

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) the commitment of necessary local matching funds of at least of 20% for FTA Formula Program funds, and 11.47% for STP funds; and
2) that the sponsor understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and
3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by September 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

Resolved, that (agency name) is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of ($request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

1) (applicant) will provide ($ match amount) in local matching funds; and

2) (applicant) understands that the FTA Formula Program and STP funding for the project is fixed at ($ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and

3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by September 30 of the year the project is programmed for in the TIP; and

BE IT FURTHER RESOLVED, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or Surface Transportation Program funded projects in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

APPENDIX 2 – OPINION OF COUNSEL

Sample Opinion of Legal Counsel
FTA Section 5307, FTA Section 5309 FG, and STP Project Application

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for FTA Section 5307 Program, FTA 5309 Fixed Guideway (FG) Program, FTA 5337 State of Good Repair Program, FTA 5339 Bus and Bus Facilities Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the FTA Section 5307, 5309 FG, 5337 or 5339 programs, or STP, made available pursuant to the Moving Ahead for Progress in the 21st Century federal transportation authorization (MAP-21, Public Law Public Law 112-141).

1. (Applicant)_____ is an eligible sponsor of projects for the FTA Section 5307, 5309 FG, 5337 or 5339 programs, or the STP program.
2. (Applicant) _____ is authorized to submit an application for FTA Section 5307, 5309 FG, 5337 or 5339 funding, or STP funding for (project) _____ _____.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications FTA Section 5307, 5309 FG, 5337 or 5339 program funds, or STP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Formula Program and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Attachment 9, page 1).

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APPENDIX A – 14

Regional Policies: Project Funding

FTA Section 5311 Nonurbanized Area Formula Program
Funding Objectives and Criteria
for the San Francisco Bay Area

MTC Resolution No. 4036

Date: November 16, 2011
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4036

This resolution adopts the Federal Transit Administration (FTA) Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary sheet dated November 9, 2011.

Date: November 16, 2011
W.I.: 1512
Referred By: PAC

Re: Federal Transit Administration (FTA) Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4036

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code sections 66500 et. seq.; and

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act (FTA) provides a formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

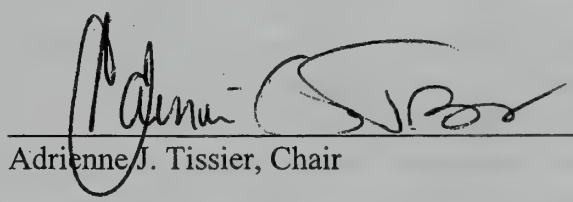
WHEREAS, MTC has developed, in consultation with interested transportation providers, the FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area as provided in Attachment A; and be it further

RESOLVED, that MTC will use these funding objectives and criteria to program MTC's regional apportionment of FTA Section 5311 Nonurbanized Area Formula Program funds; and be it further

RESOLVED, that the Executive Director of MTC shall forward a copy of this Resolution, and such other information as may be required, to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California, on November 16, 2011.

FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area Metropolitan Transportation Commission

I. Funding Principles for the Section 5311 Program

The funding principles are intended to guide our funding decisions and establish the basis for developing the programming process. The funding principles for the Section 5311 program are as follows:

1. *Maintain existing needed transit services:* MTC dedicates capital and operating funds for essential projects and programs in an effort to maintain needed existing transit services.

2. *Provide a reliable, equitable and flexible program:* MTC will use a formula distribution system in an effort to provide a reliable and equitable level of funding to transit operators each year. Policy guidelines will accompany the formula in order to give operators flexibility in selecting projects that are consistent with regional priorities.

3. *Fund basic capital requirements:* MTC will require recipients to prioritize the replacement of capital equipment. If recipients request funds for operations, they will be required to submit documentation explaining why the funds are not needed for basic capital.

4. *Maintain a multi-year program of projects:* In order to foster planning it is important that MTC continue to program projects on a multi-year basis, within the constraints of available federal funding programs and subject to changes within those programs. Whenever possible, MTC will adopt a two-year program, with annual adjustments to constrain the program to the available revenues. Each year's program will only be added to the TIP when actual revenues are apportioned by Caltrans.

5. *Maintain Timely Use of Funds Policy:* The Caltrans policy requires that all FTA Section 5311 funds be obligated within two years of programming or the funds will be lost to the region. In order to avoid lost funds to the region, MTC reserves the right to only program funds to those agencies that have submitted their prior year's 5311 application and quarterly reports to Caltrans satisfactorily and in a timely manner.

II. Funding Formula, Policy Guidelines and Screening Criteria

A. Funding Formula

Funds will be distributed to transit operators according to each operator's nonurbanized area population and nonurbanized area route miles. The formula will distribute half of the funds according to the nonurbanized area population served (i.e., according to the number of nonurbanized area residents that live within three-quarters of a mile of the operators' transit stops) and the other half of the funds according to the number of route miles provided in the nonurbanized area. The table below shows the formula distribution. Population data for the proposed formula is based on the 2000 Census.

FTA Section 5311 Formula Distribution[1]

Transit Operator	Non UA Population (2000) within 3/4-mile of transit stops		Non UA Route Miles		Combined Population and Route Miles Percentage
	Population	Percentage	Miles	Percentage	
AC Transit	23,057	9%	250	5%	*7%*
CCCTA	10,827	4%	70	1%	*3%*
LAVTA	8,028	3%	116	2%	*3%*
Marin Transit[2]	16,401	7%	765	15%	11%
NCTPA	20,668	8%	831	17%	*12%*
Petaluma Transit	2,953	1%	10	0%	*1%*
SamTrans	22,412	9%	344	7%	*8%*
Santa Clara VTA	20,174	8%	307	6%	*7%*
Santa Rosa CityBus	4,143	2%	2	0%	*1%*
Solano Transportation Authority[3]	44,090	18%	1075	21%	20%
Sonoma County Transit	55,337	22%	986	20%	*21%*
TriDelta Transit	15,623	6%	222	4%	*5%*
Union City Transit	2,673	1%	4	0%	*1%*
WestCAT	3,745	1%	45	1%	*1%*
Total	**250,131**	**100%**	**5,026**	**100%**	**100%**

[1] Note: This distribution does not include the proposed minimum award adjustments for FY2012 and FY2013.

[2] The Marin Transit amount is the sum of the Marin Transit (Local Service) and West Marin Stagecoach amounts. Marin Transit will determine which service will use the 5311 funds.

[3] The Solano Transportation Authority amount is the sum of the Dixon, Fairfield and Suisun Transit, Rio Vista Delta Breeze, SolTrans (Vallejo Transit & Benicia Breeze), and Vacaville amounts. The Solano Tranpsortation Authority (STA) will work with these operators to determine individual shares.

B. Policy Guidelines

The following policies will accompany the formula system:

1. *Capital Priority.* Recipients will be required to prioritize the replacement of capital equipment, with top priority for capital assets needed to maintain needed existing transit services. If recipients request funds for operations, they will be required to submit documentation explaining why the funds are not needed to maintain or replace capital equipment. Furthermore, if recipients request funds for operations expansions,

they will be required to submit documentation explaining why the funds are not needed to maintain existing transit operations.

2. *Project Justification Sheets.* MTC will program funds only to those operators who submit Section 5311 project justification sheets during the Call for Projects. The Section 5311 project justification sheets will contain basic project information, including project title, brief project description, project type, contact information, total project cost, local match amount and funding source, prior programming information (if the project is already included in the TIP), screening criteria, and, for operations requests, an explanation of why the funds are not needed for basic capital. If an operator does not want to participate in the 5311 program (e.g., if the operator's 5311 share is so small that the administrative effort required to apply for and report on the funds outweighs the benefits to the operator), then they will not submit Section 5311 project justification sheets, and MTC will not program any funds to that operator.

3. *Minimum award during a transition period.* During the first two years of the new formula-based policy, recent 5311 recipients (e.g., those who received funds in FY2007 through FY2011) will receive the following minimum awards:

   (a) In the **FY2012** Grant Cycle, transit operators who received 5311 funds in FY2007 through FY2011 will receive no less than **80 percent** of their average award during the FY2007 through FY2011 period

   (b) In the **FY2013** Grant Cycle, transit operators who received 5311 funds in FY2007 through FY2011 will receive no less than **40 percent** of their average award during the FY2007 through FY2011 period

C. Project Screening Criteria

The project screening criteria are intended to eliminate projects that do not meet minimum program standards. MTC will review each applicant's Project Justification Sheets to ensure that each project proposed for the Section 5311 program of projects meets the following criteria:

1. *Availability to the general public.* Section 5311- funded services may be designed to maximize use by members of the general public who are transportation disadvantaged persons, including elderly and disabled persons, however such services should be open to the general public, or part of an array of public transit services, such as ADA complementary services.

2. *Identified local match.* The applicant must identify a funding source for the minimum required local match. The minimum local match is 44.67% for operations projects, and 11.47% for capital projects.

3. *Identified and documented need for a project.* The need for a particular project must be adequately documented and justified on the Section 5311 project justification sheets (e.g., if an operator is requesting funds to replace a vehicle, the existing vehicle to be replaced must meet the asset replacement age). If the applicant prepares a Short Range Transit Plan (SRTP), the project should be identified and justified in the plan.

4. *Project readiness.* The applicant must be prepared to submit an application for the project and be ready to implement/construct the project in the year indicated in the program of projects. If funds for a project are not applied for in the year they are programmed, future programming of federal funds for that project and applicant could be jeopardized.

5. *Consistency with Regional Transportation Plan (RTP).* The applicant must confirm that the project is consistent with the region's Long Range Plan in effect at the time of the application.

III. Fund Programming and Project Review Process

The steps in developing the region's Section 5311 program of projects are outlined as follows.

MTC will issue a Call for Projects every two years, and will adopt a two-year program. MTC will make annual adjustments to constrain the program to the available revenues. Each year's program will only be added to the TIP when actual revenues are apportioned by Caltrans.

A. Call for Projects Year (first year of two-year program)

- MTC receives estimate of available Section 5311 funding for the first program year from Caltrans. MTC will estimate the amount of Section 5311 funding available for the second program year.

- MTC uses the funding formula to estimate the amount of Section 5311 funds available to each transit operator, based on the assumption that all eligible operators will submit proposed projects.

- MTC notifies all potential Section 5311 applicants of the amount of Section 5311 funds available, including fund estimates by transit operator, and requests that projects be proposed (in project justification sheets) for the program of projects.

- For each proposed project, applicants complete and submit Section 5311 Project Justification Sheets to MTC.

- MTC staff reviews proposed projects and develops a preliminary program of projects. If there are remaining Section 5311 funds (i.e., if some eligible operators did not submit Project Justification Sheets), MTC will use the funding formula to distribute the

remaining balance to the operators that proposed projects. MTC will confer with applicants to finalize the program of projects.

- The program of projects is presented to and considered by MTC's Programming and Allocations Committee.

- If approved by the Committee, the program of projects is presented to and considered by MTC's full Commission and upon approval is forwarded to Caltrans.

- When actual revenues are apportioned by Caltrans, MTC will make adjustments (if needed) to constrain the program to the available revenues and add the first year projects to the Transportation Improvement Program (TIP)

B. Adjustment year (second year of two-year program)

- MTC receives estimate of available Section 5311 funding for the second program year from Caltrans.

- MTC will make adjustments (if needed) to constrain the program to the available revenues. Staff will confer with operators if adjustments are needed.

- If there are changes to a project in the current program (e.g., scope of project, costs, etc.), a revised project justification sheet should be completed and sent to MTC.

- The revised program of projects is presented to and considered by MTC's Programming and Allocations Committee.

- The revised program of projects is presented to and considered by MTC's full Commission and upon approval is forwarded to Caltrans.

- MTC will add the second year projects to the Transportation Improvement Program (TIP).

In any year, operators are responsible for submitting their own applications to Caltrans. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances as needed.

APPENDIX A – 15

Regional Policies: Project Funding

MTC's Job Access and Reverse Commute (JARC) and New Freedom Program Management Plan for the Large Urbanized Areas of the San Francisco Bay Area

MTC Resolution No. 3986

Date: December 15, 2010
W.I.: 1512
Referred By: PAC
Revised: 12/19/12-C

ABSTRACT

Resolution No. 3986, Revised

This resolution adopts the Metropolitan Transportation Commission's Job Access and Reverse Commute (JARC) and New Freedom Program Management Plan for the large urbanized areas of the San Francisco Bay Area.

The following attachment is provided with the resolution:

Attachment A Job Access and Reverse Commute (JARC) and New Freedom Program Management Plan

This resolution was amended on December 19, 2012 to incorporate changes from the Federal Transit Administration's (FTA's) revised Title VI Circular (FTA Circular 4702.1B).

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheets dated December 8, 2010, and December 12, 2012.

Date: December 15, 2010
W.I.: 1512
Referred By: PAC

Re: Job Access and Reverse Commute (JARC) and New Freedom Program Management Plan

METROPOLITAN TRANSPORTATION COMMISSION
Resolution No. 3986

WHEREAS, Title 49 United States Code (U.S.C.) Section 5316 (49 U.S.C. 5316) authorizes and sets forth the provisions for the Job Access and Reverse Commute Program, which makes grants to recipients for access to jobs and reverse commute projects; and

WHEREAS, Title 49 U.S.C. Section 5317 (49 U.S.C. 5317) authorizes and sets forth the provisions for the New Freedom Program, which makes grants to recipients for addressing the transportation needs of disabled persons through the provision of new services and facility improvements that go beyond those required by the Americans with Disabilities Act; and

WHEREAS, 49 U.S.C. §5316(c) apportions Job Access and Reverse Commute funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

WHEREAS, 49 U.S.C. §5317(c) apportions New Freedom funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is also the federally designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. §5307(a)(2), MTC is the designated recipient of the Federal Transit Administration's (FTA's) Job Access Reverse Commute and New Freedom funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

WHEREAS, the Federal Transit Administration (FTA) has published FTA Circular 9050.1 entitled "The Job Access and Reverse Commute (JARC) Program Guidance and

Application Instructions," dated May 1, 2007, which issues guidance on the administration of the JARC Program under 49 U.S.C. 5316; and

WHEREAS, the Federal Transit Administration (FTA) has published FTA Circular 9045.1 entitled "New Freedom Program Guidance and Application Instructions," dated May 1, 2007, which issues guidance on the administration of the New Freedom Program under 49 U.S.C. 5317; and

WHEREAS, FTA Circulars 9045.1 and 9050.1 require designated recipients to describe their policies and procedures for administering FTA's JARC and New Freedom programs in a Program Management Plan (PMP); now, therefore, be it

RESOLVED, that MTC hereby adopts the Job Access and Reverse Commute and New Freedom Program Management Plan, consistent with the requirements of FTA Circulars 9045.1 and 9050.1, attached hereto and incorporated herein as Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to make minor changes to Attachment A of this resolution as may be necessary from time to time, with appropriate notification to stakeholders; and, be it further

RESOLVED, that the Executive Director or designee shall forward a copy of this resolution and such other information as may be required to the Federal Transit Administration and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of this Commission held in Oakland, California, December 15, 2010.

Date: December 15, 2010
W.I.: 1512
Referred By: PAC
Revised: 12/19/12-C

Attachment A
Resolution No. 3986
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METROPOLITAN
TRANSPORTATION
COMMISSION

PROGRAM MANAGEMENT PLAN

Federal Transit Administration
Section 5316 Job Access and Reverse Commute and
Section 5317 New Freedom Programs

December 2012

PROGRAM MANAGEMENT PLAN

Federal Transit Administration
Section 5316 Job Access and Reverse Commute and
Section 5317 New Freedom Programs

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This Program Management Plan (PMP) describes the Metropolitan Transportation Commission's policies and procedures for administering the Federal Transit Administration's (FTA's) Section 5316 Job Access and Reverse Commute (JARC) and Section 5317 New Freedom (NF) Programs in accordance with requirements in FTA Circulars C 9050.1 and 9045.1, both dated May 1, 2007.

I. GENERAL

The Metropolitan Transportation Commission (MTC) is the federally-designated Metropolitan Planning Organization (MPO) and state-designated Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area, including the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. Created by the state Legislature in 1970 (California Government Code § 66500 et seq.), MTC is the transportation planning, coordinating and financing agency for the nine-county region. MTC's work is guided by a 19-member policy board: fourteen commissioners appointed directly by local elected officials; two members representing regional agencies — the Association of Bay Area Governments and the Bay Conservation and Development Commission; and three nonvoting members representing federal and state transportation agencies and the federal housing department.

The Governor of California designated MTC to be the recipient of JARC and New Freedom funds apportioned to the Bay Area's urbanized areas over 200,000 in population, referred to as the Antioch, Concord, San Francisco-Oakland, San Jose, and Santa Rosa large urbanized areas. Transit services in the over 7,000-square mile region are provided by over two dozen transit operators.

The stakeholders listed in Section IV have been provided with an opportunity to review and comment on this PMP, as required in the FTA Circulars.

II. PURPOSE OF PMP

This PMP is intended to fulfill several functions:

1. Serve as the basis for FTA to perform management reviews of MTC's administration of the program;
2. Provide public information on MTC's administration of the program; and,
3. Provide program guidance to local project applicants.

III. PROGRAM GOALS AND OBJECTIVES

JARC: FTA's goal for the JARC program is to improve access to transportation services to employment and employment-related activities for welfare recipients and eligible low-income individuals, and to transport residents of urbanized areas and nonurbanized areas, regardless of income level, to suburban employment opportunities. FTA's objectives are:

a. To increase the number of jobs that can be accessed as a result of geographic or temporal coverage; and,
b. To increase the number of rides provided.

New Freedom: FTA's goal for the New Freedom program is to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements for the Americans with Disabilities Act of 1990. FTA's objectives are:

a. To increase or enhance geographic coverage, service quality and/or service times that impact availability of transportation services for individuals with disabilities;
b. To add or change environmental infrastructure (e.g. transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services; and
c. To increase the number of rides provided for individuals with disabilities.

MTC's Program: MTC aims to fulfill the following objectives through its administration of the JARC and New Freedom Programs:

a. To advance the recommendations in the Bay Area's Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan), including implementing the priority solutions to the identified transportation gaps and the strategies to enhance service delivery for the transportation-disadvantaged population in the region;
b. To encourage high levels of program participation in the Bay Area by conducting outreach, and coordinating MTC's efforts with Caltrans' efforts for the small urbanized and rural areas; and,
c. To administer the JARC program as an integral part of MTC's larger Lifeline Transportation Program, which is a funding program intended to improve the mobility options of the region's low-income population.

IV. ROLES AND RESPONSIBILITIES

MTC: As the designated recipient of JARC and New Freedom funds for the Bay Area's large urbanized areas, MTC has the principal authority and responsibility for administering the programs. MTC's responsibilities include:

a. Notifying eligible local entities of funding availability;
b. Developing project selection criteria;
c. Determining applicant eligibility (in consultation with FTA when needed);
d. Conducting the competitive selection process to determine which projects should receive funding (in conjunction with the County Lifeline Program Administrators for the JARC/Lifeline program);
e. Seeking Commission approval for the programs of projects;
f. Amending approved projects into the Transportation Improvement Program (TIP);
g. Forwarding a program of projects to FTA;
h. Documenting procedures in this PMP;
i. Certifying that grants are distributed on a fair and equitable basis; and,
j. Certifying that all projects are derived from the Bay Area's Coordinated Plan.

Transit operators who are FTA grantees must serve as direct recipients and submit their own JARC and New Freedom grants, if they are selected through the competitive process for the Lifeline and New Freedom Programs. MTC will serve as the direct recipient for non-FTA grantee

transit operators or public entities, and for non-profits, that are competitively selected for the JARC and New Freedom programs.

In the role of a direct recipient (for non-FTA grantee transit operators or public entities, and for non-profits only), MTC's responsibilities also include:

a. Forwarding a grant application to FTA;
b. Entering into funding agreements with subrecipients; and
c. Monitoring subrecipient compliance with Federal requirements, through inclusion of such requirements in subrecipient agreements and through ongoing monitoring activities. (See Section XVI on Designated Recipient Program Management.)

Recipients/subrecipients: JARC and New Freedom recipients/subrecipients' responsibilities include:

a. For direct recipients (transit operators who are FTA grantees), submitting a grant application to FTA and carrying out the terms of that grant;
b. Meeting program requirements and grant/funding agreement requirements including, but not limited to, Title VI reporting requirements;
c. Making best efforts to execute selected projects; and
d. Complying with other applicable local, state, and federal requirements.

Caltrans: The California Department of Transportation (Caltrans) is the designated recipient of JARC and New Freedom funds for the State's small urbanized and rural areas. In the Bay Area, there are seven small urbanized areas: Fairfield, Gilroy-Morgan Hill, Livermore, Napa, Petaluma, Vacaville, and Vallejo. Caltrans is responsible for administration of JARC and New Freedom funds for the small and non-urbanized areas listed above.

CMAs: For JARC, MTC delegates prioritization of project applications to the Congestion Management Agencies (CMAs) of each county. MTC approves Lifeline guidelines for each funding cycle that may spell out more specific instructions for conducting calls for projects. See Section VIII on Project Selection Criteria and Method of Distributing Funds.

Other/Advisory Groups: The following groups also advise MTC's administration of the programs:

- Policy Advisory Council – A 27-member panel with membership structured around interests related to the economy, the environment and social equity. In the areas of economy and the environment, there are a total of nine members, with four members representing economic interests and four bringing an environmental perspective; the ninth member is representative of either category. In the area of social equity, nine members (one from each county) represent communities of color and issues affecting low-income communities or environmental justice. Of these, four members represent communities of color and four members represent environmental justice/low-income issues; the ninth member is representative of either category. In addition, nine members (one from each county) represent issues related to transportation for seniors and persons with disabilities. Four members represent seniors and four members represent people with disabilities; the ninth member is representative of either category

- Bay Area Partnership - The Bay Area Partnership Board consists of the top managers of public agencies responsible for moving people and goods in the Bay Area, as well as protecting the region's environmental quality. The Partnership collaboratively assists the Commission in fashioning consensus among its federal, state, regional and local transportation agency partners regarding the policies, plans and programs to be adopted and implemented by the Commission.

  The Partnership may establish committees to assist in its business. The committee and working group that currently address funding topics including JARC and New Freedom are the Partnership Technical Advisory Committee and the Transit Finance Working Group.

- Accessibility Committee, formerly the Partnership Transit Coordinating Council – A group of representatives from 21 Bay Area transit operators who meet and confer about paratransit policies and procedures in the region (generally staff works with this committee on New Freedom only).

In general, MTC staff consults with these groups in the development of program guidelines and programs of projects.

V. COORDINATION

From the programming process perspective, the level of coordination in the Bay Area is enhanced by virtue of MTC being the designated recipient for the five large urbanized areas. MTC also makes every effort to coordinate the programming efforts for the large urbanized areas with Caltrans' efforts for small urbanized area programming. MTC has also dedicated staff to manage the programming of JARC, New Freedom, and the related Elderly and Disabled Specialized Transit Program (also known as the 5310 Program) in the region. These staff serve several functions that enhance coordination: day-to-day points of contact for other stakeholders in the region; reporting to MTC's advisory groups; and also providing feedback to other staff on related aspects of MTC's legislative program.

From the programming priorities perspective, MTC, through the Bay Area's Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan), strongly encourages the following strategies that enhance service delivery for the transportation-disadvantaged population: enhancing land use and transportation coordination; promoting enhanced pedestrian access to public transit and other modes of travel; promoting coordinated advocacy and improving efforts to coordinate funding with human service agencies; improving interjurisdictional and intermodal travel; and developing and implementing mobility management approaches.

VI. ELIGIBLE RECIPIENTS/SUBRECIPIENTS

MTC designates the same eligible recipients/subrecipients for the JARC and New Freedom programs as allowed by Federal guidelines:

a. Private non-profit organizations;
b. State or local governmental authority; and
c. Operators of public transportation services, including private operators of public transportation services.

VII. LOCAL SHARE AND LOCAL FUNDING REQUIREMENTS

MTC generally requires the same local match for the JARC and New Freedom programs as required by Federal guidelines: minimum of 20 percent of the project cost for eligible capital projects, and minimum of 50 percent for eligible operational projects. MTC will indicate any deviations from this match requirement at the time of each funding cycle, and will document the match requirements in the program guidelines.

VIII. PROJECT SELECTION CRITERIA & METHOD OF DISTRIBUTING FUNDS

MTC develops program guidelines with each call for projects. For JARC, the program guidelines are part of MTC's larger Lifeline Transportation Program. Developing new guidelines with each solicitation provides MTC with the flexibility to designate regional priorities as needed and to incorporate refinements based on lessons learned from prior funding cycles. The guidelines include relevant excerpts from the program circulars and additional information that is particular to the Bay Area, and they are prepared with the goals of providing sufficient information for prospective applicants to determine whether they should apply for funds and making transparent the competitive selection process. In general, staff will provide the various advisory groups an opportunity to comment on the draft program guidelines prior to seeking formal approval of those guidelines. The frequency of competition is determined by MTC, and does not cover more than three years of funding. MTC publicly advertises the availability of funds and selection criteria in formats and forums appropriate to the potential recipients/subrecipients. Applicants are required to fill out a standardized application form to facilitate the evaluation process. The application forms are prepared in accordance with the guidelines.

In connection with MTC's Title VI monitoring obligations, as outlined in FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients, ("Title VI Circular"), issued on October 1, 2012 applicants will be required to provide the following information:

- The organization's policy regarding Civil Rights (based on Title VI of the Civil Rights Act) and for ensuring that benefits of the project are distributed equitably among minority population groups in the project's service area.

- Information on whether the project will provide assistance to predominantly minority populations. (Projects are classified as providing service to predominantly minority

populations if the proportion of minority persons residing in the project's geographic service area exceeds the average proportion of minority persons in the region.)

In order to document that JARC and New Freedom funds are passed through without regard to race, color or national origin, and to document that minority populations are not being denied the benefits of or excluded from participation in the JARC and New Freedom programs, MTC will prepare and maintain the following information, as required by the Title VI Circular, Chapter VI(6):

a. A record of funding requests received from private non-profit organizations, State or local governmental authorities, and Indian tribes. MTC's records will identify those applicants that would use grant program funds to provide assistance to predominantly minority populations and indicate whether those applicants were accepted or rejected for funding.

b. A description of how MTC develops its competitive selection process or annual program of projects submitted to FTA as part of its grant applications. The description will emphasize the method used to ensure the equitable distribution of funds to subrecipients that serve predominantly minority populations, including Native American tribes, where present.

c. A description of MTC's criteria for selecting entities to participate in an FTA grant program.

JARC: MTC established regional evaluation criteria for all Lifeline Transportation Program projects, including project need/stated goals and objectives; implementation plan; project budget/sustainability; coordination and program outreach; and cost-effectiveness and performance indicators. The competitive selection process is conducted on a county-wide basis by designated Lifeline Program Administrators (LPAs), which are the Congestion Management Agencies (CMAs) for all counties, except in Santa Clara County where the program is administered jointly by the CMA and the County. The LPAs are allowed to establish the weight to be assigned to each criterion, and to add additional criteria as they see fit with MTC's review. Each LPA appoints a local review team of CMA staff, as well as representatives of local stakeholders, such as local jurisdictions, transit operators or other transportation providers, community-based organizations, social service agencies, and members of MTC's Policy Advisory Council, to score and select projects. Each LPA assigns local priorities for project selection and is required by MTC to maintain a transparent process.

In funding projects, preference is given to strategies emerging from local Community-Based Transportation Planning (CBTP) processes, countywide regional welfare-to-work transportation plans or other documented assessment of need within the designated communities of concern. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.

In addition, MTC will certify that projects have been derived from the Bay Area's Coordinated Plan. While federal requirements prohibit the sub-allocation or distribution of JARC funds in any

way other than through a competitive process, MTC provides each County CMA with a target programming amount that is based upon the County's proportion of the region's poverty population.

New Freedom: MTC conducts the competitive selection process, and certifies that projects have been derived from the Bay Area's Coordinated Plan. The project selection criteria include need and benefits; coordination, partnership, and outreach; and project readiness. Applicants are informed that they are eligible to apply for funds in the large urbanized area(s) (UAs) in which their projects will provide services. An evaluation panel consisting of MTC staff and representatives of the interests of the region's disabled population evaluate and score the applications.

IX. PROGRAM OF PROJECTS DEVELOPMENT AND APPROVAL PROCESS

MTC staff strive to provide sufficient time for prospective applicants to develop their project ideas and prepare their project applications; for evaluation panels to review and score project applications and develop the proposed program of projects; for staff to discuss with the various relevant working groups the results of the evaluation process and present the proposed program of projects; and for staff to present the proposed program of projects for approval by MTC's Programming and Allocation Committee and subsequent adoption by the MTC. In total, the process is expected to take about four to six months from the time the call for projects is issued to MTC's adoption of the program of projects. The detailed timeline for each call for projects is issued along with the program guidelines. The adopted program of projects is made available to the public on MTC's web site.

X. ADMINISTRATION, PLANNING, AND TECHNICAL ASSISTANCE

The FTA JARC Circular (FTA Circular 9050.1) and the FTA New Freedom Circular (FTA Circular 9045.1) allow MTC to use up to 10 percent of the total fiscal year JARC and New Freedom apportionments to fund program administration costs including administration, planning and technical assistance. MTC will indicate any JARC and New Freedom funds proposed for program administration at the time of each funding cycle, and will document the amount, if any, in the program guidelines.

Information about the JARC and New Freedom programs is provided on MTC's web site. MTC staff are also available by telephone or e-mail to provide technical assistance throughout the program process. During project solicitation, workshops are offered for prospective applicants. After projects have been selected, recipients/subrecipients are informed of necessary steps in order to obtain the grant award.

XI. TRANSFER OF FUNDS

MTC does not transfer any JARC or New Freedom program funds to Section 5311 or 5307 programs.

XII. PRIVATE SECTOR PARTICIPATION

MTC conducts public outreach to potential private sector program participants using several avenues: agencies may request to be included in MTC's mailing list for funding notices; MTC sends out funding notices to various stakeholder groups; and MTC makes announcements at various meetings of the groups described under Section IV. The stakeholder groups to whom funding notices are sent include private non-profit organizations that participated in the preparation of the Coordinated Plan, as well as the County Paratransit Coordinating Councils, which have contacts with private transportation providers like taxi companies.

XIII. CIVIL RIGHTS

MTC complies with all provisions prohibiting discrimination on the basis of race, color, or national origin on Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. §§ 2000d *et seq.*);, U.S. D.O.T. regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act", (49 C.F.R. Part 21) and the Title VI Circular.

The Title VI Circular (4220.1B) and its predecessor (4220.1A) require the submission of a Title VI Program to FTA and Caltrans. MTC's last Title VI Program under Circular 4702.1A was filed in November 2010. MTC's first Title VI Program under the current Title VI Circular (4702.1B) will be due and filed in October 2014.

MTC specifically requires in all third party contracts and funding agreements that the subrecipient/contractor at any tier complies with all requirements of Title VI. Failure to do so is considered to be a breach of contract.

Furthermore, MTC complies with all applicable equal employment opportunity (EEO) provisions of 49 U.S.C. §§ 2000e, and implementing federal regulations and any subsequent amendments thereto. MTC ensures that applicants and employees of MTC are treated fairly without regard to their race, color, creed, sex, disability, age, or national origin. MTC specifically requires in all its third party contracts and funding agreements that the contractor/subrecipient agree to comply with all applicable EEO requirements of Title VI and states that failure to do so is considered a breach of contract. MTC will also investigate any complaints received alleging breach of the requirements of Title VI.

Lastly, MTC does not discriminate on the basis of race, color, sex, or national origin in the award and performance of any federally assisted third party contract or funding agreement in the administration of its DBE Program and complies with the requirements of 49 C.F.R. Part 26. It will take all necessary and reasonable steps set forth in 49 C.F.R. Part 26 to ensure nondiscrimination in the award and administration of all third party contracts and funding agreements. On June 2, 2009, MTC executed a DBE Implementation Agreement with Caltrans to establish race conscious means or contract goals for meeting the overall statewide annual DBE goal. As required by 49 C.F.R. Part 26 and approved by U.S. D.O.T., MTC's DBE Program is incorporated into and made part of its third party contracts and agreements. MTC specifically states in its third party contracts and funding agreements that breach of the MTC DBE Program

and/or failure by the contractor/subrecipient to honor all commitments made to DBEs at the time of award will be considered a breach of contract. Further, MTC requires subrecipients that are not FTA grantees to submit in their invoices and on an annual basis actual DBE participation.

XIV. SECTION 504 AND ADA REPORTING

MTC agrees to comply with the requirements of 49 U.S.C. 5301 (d), which states the federal policy that elderly individuals and individuals with disabilities have the same right as other individuals to use public transportation services and facilities, and that special efforts will be made in planning and designing those services and facilities to implement transportation accessibility rights for elderly individuals and individuals with disabilities. MTC also agrees to comply with all applicable provisions of Section 504 of the Rehabilitation Act of 1973, as amended, with 29 U.S.C. 794 which prohibits discrimination on the basis of disability and with the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. 12101 et seq., which requires that accessible facilities and services be made available to individuals with disabilities, and any subsequent amendments to these laws. Finally, MTC agrees to comply with applicable implementing federal regulations and directives and any subsequent amendments thereto.

MTC specifically requires in all third party contracts and funding agreements that the subrecipient/contractor at any tier complies with the applicable provisions of the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as applicable regulations and guidelines issued pursuant to the ADA (42 U.S.C. 12101 et seq.), Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794; Section 16 of the Federal Transit Act, as amended, 49 U.S.C. § 5310(f); and their implementing regulations.

XV. PROGRAM MEASURES

The reporting and data collection measures of the JARC and New Freedom Programs are/will be specified in the funding agreements with the subrecipients. The following data are required at a minimum, consistent with FTA's reporting requirements for each program:

JARC:

- Actual or estimated number of jobs that can be accessed as a result of geographic or temporal coverage of JARC projects implemented in the current reporting year.
- Actual or estimated number of rides (as measured by one-way trips) provided as a result of the JARC projects implemented in the current reporting year.

New Freedom:

- Services provided that impact availability of transportation services for individuals with disabilities as a result of the New Freedom projects implemented in the current reporting year. Examples include geographic coverage, service quality, and/or service times.
- Additions or changes to environmental infrastructure (e.g., transportation facilities, sidewalks), technology, vehicles that impact availability of transportation services as a result of New Freedom projects implemented in the current reporting year.

- Actual or estimated number of rides (as measured by one-way trips) provided for individuals with disabilities as a result of New Freedom projects implemented in the current reporting year.

XVI. DESIGNATED RECIPIENT PROGRAM MANAGEMENT

The following section applies only to grants that MTC will administer on behalf of subrecipients for the JARC and New Freedom programs. When FTA grantees become direct recipients of JARC and New Freedom funds, they will sign a supplemental agreement found in TEAM, and MTC is released from any liability pertaining to the direct recipient grant. The direct recipient is then responsible for adhering to FTA requirements through their agreements and grants with FTA directly. MTC reserves the right to reprogram funds if direct recipients fail to obligate the JARC and New Freedom funds through grant submittal and FTA approval within 12 months of program approval.

Title VI: MTC requires that all JARC and New Freedom subrecipients submit all appropriate FTA certifications and assurances to MTC prior to funding agreement execution and annually thereafter when FTA publishes the annual list of certifications and assurances. MTC will not execute any funding agreements prior to having received these items from the selected subrecipients. MTC, within its administration, planning, and technical assistance capacity, also will comply with all appropriate certifications and assurances for FTA assistance programs and will submit this information to the FTA as required.

The certifications and assurances pertaining to civil rights include:

1. Nondiscrimination Assurances in Accordance with the Civil Rights Act
2. Documentation Pertaining to Civil Rights Lawsuits and Complaints

Nondiscrimination assurances included above involve the prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibit discrimination in employment or business opportunity, as specified by 49 U.S.C. 5332 (otherwise known as Title VI of the Civil Rights Act of 1964), as amended (42 U.S.C. 2000d et seq.) and U.S. DOT regulations, *Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act*, 49 C.F.R. Part 21. By complying with the Civil Rights Act, no person, on the basis of race, color, national origin, creed, sex, or age, will be excluded from participation in, be denied the benefits of any program for which the subrecipient receives federal funding via MTC.

As a condition of receiving Federal Transit Administration JARC or New Freedom program funds, subrecipients must comply with the requirements of the US Department of Transportation's Title VI regulations. The purpose of Title VI is to ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Subrecipients are also responsible for ensuring compliance of each of their subrecipients (if any), including collecting Title VI Programs, and for

ensuring that their third-party contractors are complying with Title VI and the subrecipient's Title VI Program. (See FTA C 4702.1B Chapter II (6) and Appendix L, Scenario Three.)

Title VI Programs

All JARC and NF subrecipients must submit Title VI Programs to MTC. Title VI Programs will be required with the submission of the standard agreement and annually thereafter with the submission of the annual FTA certifications and assurances.

Every Title VI Program shall include the following information (Note: detailed instructions on the following Title VI requirements are available in FTA C 4702.1B, Chapter III-2 through III-12):

(1) A copy of the subrecipient's Title VI notice to the public that indicates the subrecipient complies with Title VI, and informs members of the public of the protections against discrimination afforded to them by Title VI. Include a list of locations where the notice is posted. A sample Title VI notice is in FTA C 4702.1B, Appendix B. Subrecipients may choose to adopt MTC's notice to beneficiaries where appropriate.

(2) A copy of the subrecipient's instructions to the public regarding how to file a Title VI discrimination complaint, including a copy of the complaint form. Sample complaint procedures are in FTA C 4702.1B, Appendix C, and a sample Title VI complaint form is in FTA C 4702.1B, Appendix D. Subrecipients may choose to adopt MTC's complaint procedures and complaint form where appropriate.

(3) A list of any public transportation-related Title VI investigations, complaints, or lawsuits filed with the subrecipient since the time of the last submission. See FTA C 4702.1B, Appendix E for an example of how to report this information. This list should include only those investigations, complaints, or lawsuits that pertain to allegations of discrimination on the basis of race, color, and/or national origin in transit-related activities and programs and that pertain to the subrecipient submitting the report, not necessarily the larger agency or department of which the subrecipient is a part.

(4) A public participation plan that includes an outreach plan to engage minority and limited English proficient populations, as well as a summary of outreach efforts made since the last Title VI Program submission. A subrecipient's targeted public participation plan for minority populations may be part of efforts that extend more broadly to include other constituencies that are traditionally underserved, such as people with disabilities, low-income populations, and others. Subrecipients may choose to adopt MTC's public participation plan where appropriate.

(5) A copy of the subrecipient's plan for providing language assistance to persons with limited English proficiency, based on the DOT LEP Guidance. Subrecipients may choose to adopt MTC's language assistance plan where appropriate. Operational differences between MTC and the subrecipient may require, in some instances, that the subrecipient tailor its language assistance plan.

(6) Subrecipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar bodies, the membership of which is selected by the subrecipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees or councils.

(7) Those subrecipients who are also primary recipients (i.e., those who have their own subrecipients) shall include a narrative or description of efforts the primary recipient uses to ensure subrecipients are complying with Title VI, as well as a schedule of subrecipient Title VI program submissions.

(8) If the subrecipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc., the subrecipient shall include a copy of the Title VI equity analysis conducted during the planning stage with regard to the location of the facility.

(9) Additional information as specified in FTA C 4702.1B chapters IV, V, and VI, depending on whether the subrecipient is a fixed route transit provider, a State, or an MPO.

The Title VI Program must be approved by the subrecipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to MTC. Subrecipients shall submit a copy of the board resolution, meeting minutes, or similar documentation with the Title VI Program as evidence that the board of directors or appropriate governing entity or official(s) has approved the Title VI Program.

Procurement: Each subrecipient is required to conduct procurement activities in accordance with their own procurement procedures that should reflect applicable State and local laws, provided that it conforms to federal requirements at 49 CFR Part 18 and guidance contained in FTA Circular 4220.1F. Certification of compliance will be made a part of the subrecipient's application and its contract with MTC.

Property Management and Vehicle Use, Maintenance, and Disposition: Real property requirements do not apply to either JARC or New Freedom. MTC complies with all applicable requirements in the FTA Grant Management Guidelines (FTA Circular 5010.1D) with regard to equipment, supplies, and rolling stock purchases by making the requirements part of the subrecipients' contract with MTC.

Financial Management: MTC complies with all applicable standards set forth in 49 CFR 18.20(b) and guidance in the FTA Grant Management Guidelines (FTA Circular 5010.1C) with regard to accounting records, internal controls, budget control, financial management systems, cost standards, financial reporting requirements, and annual audit. With regard to program income, funding from both programs is on a reimbursement basis, so no program income accrues to MTC. MTC does not conduct third-party contract audits.

Accounting System: MTC uses the Integrated Fund Accounting System (IFAS) to record and track program encumbrances and expenditures.

Audit: MTC complies with the requirements of OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations" and provisional OMB Circular A-133 Compliance Supplement of May 1998. MTC may also require subrecipients that are required to be audited because total Federal funds from all sources exceed the $500,000 threshold to submit A-133 audit reports for review to ensure that audit findings are resolved. At a minimum, MTC requires subrecipients to bring to MTC's attention any audit findings relevant to their use of FTA funds.

Close-Out: Upon project completion, MTC will comply with the requirements set forth in the Close-Out Procedures section of the FTA Grant Management Guidelines (FTA Circular 5010.1D) and of the JARC and New Freedom Circulars.

Project Monitoring and Reporting: MTC maintains spreadsheets to track project expenditures, amounts charged to funding sources, local matching sources, and project budgets and schedules. MTC will be responsible for reporting to FTA the total expenditures for each federal grant and reconciling the grant expenditures and revisions to the project budgets. Further, subrecipients are required to submit to MTC status reports on a quarterly basis.

On-Site Reviews: MTC and/or its representatives may perform on-site project monitoring visits with subrecipients. Site visits may be conducted using checklists that outline accounting and record-keeping requirements in compliance with OMB Circulars A-122 and A-87 if the subrecipient received operating assistance; OMB 49 CFR Part 18 and Part 19 administrative requirements; the regulatory requirements for receipt of federal funds; and vehicle inventory and maintenance records if the subrecipient received capital assistance.

Standards for Productivity, Cost-Effectiveness, and Service: MTC has not set standards for productivity, cost-effectiveness, and service. Subrecipients are required to report on the program measures outlined in Section XV above.

XVII. OTHER PROVISIONS

Environmental Protection: MTC anticipates funding only projects with categorical exclusions from both the National Environmental Protection Act (NEPA) and the State's Energy Conservation Plan and Clean Air and Water Pollution Acts. However, should a project be approved that is subject to environmental review, MTC will require the subrecipient to prepare the environmental document and Notice of Determination for federal certification before the subrecipient receives any project funds.

Buy America, Pre-Award and Post-Delivery Reviews: MTC does not anticipate funding procurements over $100,000. However, should such a project be approved, MTC will require subrecipients to certify compliance with Buy America requirements as listed in 49 USC 5323(j) and 49 CFR Part 661; and for procurement of vehicles other than sedans or unmodified vans, with pre-award audit, bid analysis, post-delivery audit, and final inspection requirements in 49 CFR parts 663 and 665.

Restrictions on Lobbying: MTC requires each subrecipient receiving more than $100,000 to complete FTA's Certification on Lobbying prior to contract execution.

Prohibition on Exclusive School Transportation: Subrecipients may not provide school bus transportation. School bus transportation is defined by FTA as transportation exclusively for school students or personnel. Subrecipients are required to certify compliance. An exception would be the transportation of students with disabilities who are eligible passengers.

Drug and Alcohol Testing: MTC requires subrecipients to make appropriate certifications of compliance with federal requirements for Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations.

Monitoring Compliance by Subrecipients: MTC makes appropriate certifications of compliance with Federal requirements. MTC includes language regarding these federal requirements in its contracts with subrecipients and requires each subrecipient to execute a certification of compliance with the relevant federal requirements. Subrecipient certifications are required of the subrecipient prior to the execution of a contract by MTC and annually thereafter when FTA publishes the annual list of certifications and assurances. MTC may also conduct on-site visits as described in the previous section.

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APPENDIX A – 16

Regional Policies: Project Funding

Project Review Criteria and Procedures
MTC Resolution No. 3115

Date: October 28, 1998
W.I.: 61.1.10
Referred By: WPC

ABSTRACT

Resolution No. 3115

This resolution adopts the criteria and procedures to be employed by the MTC in the review and approval of projects and related grant applications pursuant to §§ 66518 and 66520 of the Government Code, and § 21655.6 of the Vehicle Code, and federal Intergovernmental Review requirements, and fulfill MTC's responsibilities under the memoranda of understanding with the Association of Bay Area Governments and the California Department of Transportation as authorized pursuant to MTC Resolution No. 1569.

This resolution supersedes MTC Resolution No. 1570.

Date: October 28, 1998
W.I.: 61.1.10
Referred By: WPC

Re: Project Review Criteria and Procedures

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3115

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, Government Code § 66518 provides that the California Transportation Commission, when allocating funds for construction projects on the state highway system within the region, shall determine that the projects conform to the MTC's Regional Transportation Plan and its schedule of priorities; and

WHEREAS, Government Code § 66520 provides that any application to the state or federal government, for any grant of money, whether an outright or matching grant, by any city, city and county, county, or transportation district within the San Francisco Bay Area shall, if it contains a transportation element, first be submitted to MTC for review as to its compatibility with the Regional Transportation Plan (RTP), and the schedule of priorities included therein; and

WHEREAS, Vehicle Code § 21655.6 requires that the Department of Transportation (Caltrans) obtain the approval of the regional transportation planning agency prior to establishing the exclusive or preferential use of highway lanes for high-occupancy vehicles; and

WHEREAS, certain transportation projects and/or programs defined in federal regulations (49 CFR 17) are subject to Intergovernmental Review under procedures implementing Executive Order 12372; and

WHEREAS, a Memorandum of Understanding (MOU) among the Association of Bay Area Governments (ABAG), the California Department of Transportation (Caltrans), and the MTC defines their respective roles and responsibilities in the Intergovernmental Review process (MTC Resolution No. 1569); and

WHEREAS, by Resolution No. 1570 the MTC adopted criteria used to determine the "Regional vs. Local" nature of projects to be reviewed, and instituted a project classification listing to indicate the application of those criteria in selecting projects for review; and

WHEREAS, the MTC desires to establish criteria and procedures for project review and application approval appropriate to the type of transportation projects and/or programs which are the subject of such action; now, therefore, be it

RESOLVED, that the MTC finds that the criteria and procedures for project review and application approval described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, permit the efficient and proper discharge of its responsibilities under Sections 66518 and 66520 of the Government Code and § 21655.5 of the Vehicle Code; and, be it further

RESOLVED, that the MTC finds that those criteria and procedures satisfy Intergovernmental Review requirements and fulfill its responsibilities under the MOU; and, be it further

RESOLVED, that the MTC adopts the criteria and procedures for project review and application approval shown in Attachment A as those to be employed for such actions henceforth; and, be it further

RESOLVED, that the MTC directs staff, with the next annual cycle, to revise the project review procedures described in the Regional Transportation Plan to conform to those contained in Attachment A; and, be it further

RESOLVED, that Resolution No. 1570 is hereby superseded.

METROPOLITAN TRANSPORTATION COMMISSION

Jim Spering, Chairman

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California on October 28, 1998.

MTC Project Review and Application Approval Criteria and Procedures

I. PROJECT REVIEW — COMMISSION REVIEW AND APPLICATION APPROVAL

Any projects or program contained in the Annual/biennial Element of the Transportation Improvement Program (TIP) which fall under any of the criteria for major transportation projects listed below shall require Project Review by MTC to determine consistency with the Regional Transportation Plan and as a condition for implementation.

This shall also apply to any project or program amended into the Annual/biennial element of the TIP subsequent to its adoption.

Criteria

1. The authorizing or permitting exclusive or preferential use of highway lanes for high-occupancy vehicles, with the exception of HOV bypass lanes, by the State Department of Transportation;
2. The construction of mixed-flow highway lanes or of auxiliary lanes which do not terminate at the first subsequent interchange on the State highway system.
3. Interchange or local arterial improvements which have the potential to affect main-line operations on the State Highway System;
4. Transit projects that involve the construction of rail extensions, new stations, or parking facilities that exceed 500 parking spaces;
5. Transportation projects that have special circumstances or issues (i.e. design, environmental, financial) that warrant a review by the Commission.

Procedure:

All projects or programs contained in the Annual/Biennial Element of the current Transportation Improvement Program (TIP) falling under any one of the above criteria must be submitted to MTC by the project sponsor for project review and application approval, pursuant to Sections 66518 or 66520 of the California Government Code.

Upon receipt of an application, staff reviews the project or program documentation and, if appropriate, advises the applicant of any deficiencies or other problems likely to delay application approval. When the project sponsor's documentation and applicable environmental analysis is found to be satisfactory, staff prepares a Staff Evaluation of the project and a

resolution that determines that the project conforms with the RTP, and supports the grant application for the amounts contained in the Annual/Biennial Element. The Staff Evaluation and resolution are presented to the Grant Review & Allocations Committee for review and, if found satisfactory, referral to the Commission for approval. The project sponsor can access TIP funding only after Commission approval of the application.

II. ADMINISTRATIVE APPROVAL

Any project or program contained in the annual/biennial element of the Transportation Improvement Program (TIP) not falling under any of the criteria for major transportation projects listed above shall be considered consistent with the Regional Transportation Plan and the schedule of priorities included therein, and will require no further review or approval action by MTC as a condition for implementation.

Procedure

In adopting the federal Transportation Improvement Program (TIP), the Annual/Biennial projects or programs eligible projects will be identified for administrative approval. Each entry in the TIP tabulation will include the name of the implementing agency, the project description (as shown in the TIP), and the total estimated cost in the Annual/Biennial Element. Unless a project is revised, no further review by MTC will be necessary after the approval of the TIP.

III. REVIEW OF LOCALLY FUNDED ROAD PROJECTS

Generally, locally funded road projects are not normally subject to project review and may be administratively approved. However, if these road projects significantly impact the State highway system, Project Review will be required to determine consistency with the Regional Transportation Plan.

Additionally, locally funded road projects that have regional significance will be listed in the TIP. *Regionally significant* projects must be included in the TIP to ensure adequacy of the federal air quality conformity analysis. *Regionally significant projects* mean capacity increasing projects that normally include principal arterial highways or fixed guideway transit facilities or that offer an alternative to regional highway travel.

Other related actions, such as an amendment of the Transportation Improvement Program, may be necessary in addition to the process described above.

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APPENDIX A – 17

Regional Policies: Project Funding

Funding Framework for a High Speed Rail Early Investment Strategy for a Blended System in the Peninsula Corridor

MTC Resolution No. 4056

Date: March 28, 2012
W.I.: 1512
Referred By: Commission

ABSTRACT

Resolution No. 4056

This resolution approves an Agreement and establishes a funding framework among MTC, the California High Speed Rail Authority (the Authority), the Peninsula Corridor Joint Powers Board (JPB), the San Francisco County Transportation Authority (SFCTA), the San Mateo County Transportation Authority (SMCTA), VTA, the City of San Jose, the City and County of San Francisco, and the Transbay Joint Powers Authority (TJPA), for a High Speed Rail Early Investment Strategy for a blended system in the Peninsula Corridor.

Further discussion of the High Speed Rail Early Investment Strategy is contained in the Executive Director's memorandum dated March 21, 2012.

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

Re: High Speed Rail Early Investment Strategy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4056

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code 66500 et. seq.; and

WHEREAS, the California High-Speed Rail Authority (Authority) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system and improved mobility through the development of safe, clean, reliable rail technology; and

WHEREAS, the Authority is exclusively charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources; and

WHEREAS, the Authority's 2012 Business Plan proposes to incrementally develop the California High-Speed Train (HST) system utilizing a blended system approach that will coordinate the development and operations of HST with existing passenger rail systems that improves, enhances and expands the integration of high-speed and regional/local passenger rail systems; and

WHEREAS, this blended approach requires a series of incremental investments in the peninsula corridor to prepare for integrated service and operations and the Authority recognizes the need for a collaborative effort with regional and local agencies to identify early investment projects along existing rail corridors that increases service, improves safety and efficiency, and creates linkages between HST and local passenger rail service; and

WHEREAS, on December 19, 2001, MTC adopted the Regional Transit Expansion Program of Projects (Resolution 3434) which includes the Transbay Transit Center Phase 2

Downtown Extension and Caltrain Electrification projects as regional priorities for transit expansion; and

WHEREAS, MTC, the Authority, the Peninsula Corridor Joint Powers Board (JPB), the San Francisco County Transportation Authority (SFCTA), the San Mateo County Transportation Authority (SMCTA), VTA, the City of San Jose, the City and County of San Francisco, and the Transbay Joint Powers Authority (TJPA) (collectively, Parties) staff have collaboratively and in good faith prepared a Memorandum of Understanding, as set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set forth at length, that sets forth principles for developing the corridor electrification and advance signal system elements of the blended system; and

WHEREAS, all Parties are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in the peninsula corridor and are considering intermodal service integration, including linkages to the proposed HST service; and

WHEREAS, all Parties wish to establish a policy-level commitment of funding for the electrification and advance signal system elements of the blended system, as set forth in Attachments B and C to this Resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Memorandum of Understanding for a High Speed Rail Early Investment Strategy as set forth in Attachment A and incorporated herein; and be it further

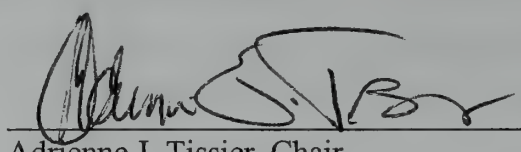
RESOLVED, that all Parties have agreed to and approve the funding plan set forth in Attachment B and incorporated herein; and be it further

RESOLVED, that the Executive Director is authorized to execute Attachment A on behalf of MTC, and to make non-substantive changes or minor amendments as deemed appropriate subject to review by MTC's Office of General Counsel for form; and, be it further

RESOLVED, that MTC agrees to provide the funds as shown in Attachment B subject to the Authority, JPB, VTA, SFCTA and BART also agrees to provide the funds as shown in Attachment B; and be it further

RESOLVED, that MTC agrees to take timely follow-up approval actions as may be necessary to allocate and program specific funding indentified in Attachment B.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on March 28, 2012.

MEMORANDUM OF UNDERSTANDING

HIGH SPEED RAIL EARLY INVESTMENT STRATEGY FOR A BLENDED SYSTEM IN THE SAN FRANCISCO TO SAN JOSE SEGMENT KNOWN AS THE PENINSULA CORRIDOR OF THE STATEWIDE HIGH-SPEED RAIL SYSTEM

BY AND AMOUNG THE FOLLOWING PARTIES (PARTIES)

CALIFORNIA HIGH SPEED RAIL AUTHORITY (AUTHORITY)
METROPOLITAN TRANSPORTATION COMMISSION (MTC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)
SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA)
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)
CITY OF SAN JOSE
CITY AND COUNTY OF SAN FRANCISCO
TRANSBAY JOINT POWERS AUTHORITY (TJPA)

Recitals

Whereas, the California High-Speed Rail AUTHORITY (AUTHORITY) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system and improved mobility through the development of safe, clean, reliable rail technology; and

Whereas, the AUTHORITY, in partnership with the Federal Railroad Administration is advancing a California High-Speed Train (HST) network that links the major metropolitan areas of the State of California utilizing corridors into and through Southern, Central and Northern California; and

Whereas, the AUTHORITY has responsibility for planning, construction and operation of high-speed passenger train service in California and is exclusively charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources; and

Whereas, the AUTHORITY's 2012 Business Plan proposes to incrementally develop the HST system utilizing a blended system approach that will coordinate the development and operations of HST with existing passenger rail systems that improves, enhances and expands the integration of high-speed and regional/local passenger rail systems; and

Whereas, this blended approach requires a series of incremental investments in the Peninsula corridor to prepare for integrated service and operations and the AUTHORITY recognizes the need for a collaborative effort with regional and local agencies to identify early investment projects along existing rail corridors that improves service, improves safety and efficiency, and creates linkages between HST and local passenger rail service; and

Whereas, a blended system will remain substantially within the existing Caltrain right-of-way and will accommodate future high-speed rail and modernized Caltrain service along the Peninsula corridor by primarily utilizing the existing track configuration on the Peninsula; and

Whereas, this MOU is specific to project investments that upgrade existing rail service and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail and will be designed to continue to support existing passenger and freight rail tenants; and

Whereas, local transportation improvement projects are required to be included in a Regional Transportation Plan (Plan), and the Metropolitan Transportation Commission, working closely with local agencies is charged with developing the Plan every four years to provide guidance for transportation investments within the Bay Area and with development of regional transportation strategies to address the needs of the San Francisco Bay Area; and

Whereas, on December 19, 2001, MTC adopted the Regional Transit Expansion Program of Projects (Resolution 3434) which includes the Transbay Transit Center Phase 2 Downtown Extension and Caltrain Electrification projects as regional priorities for transit expansion; and

Whereas, the Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg, Statutes of 2008) requires the Plan to include a Sustainable Communities Strategy (SCS), showing evidence of integrated planning, goals that establish and strengthen the crucial linkages between the economy, land use development and the regional transportation system to improve access to jobs, education, healthcare, and other amenities in ways that improve the overall quality of life in the Bay Area and the blended system on the Peninsula corridor in the California High-Speed Rail program are consistent with achieving SB 375 goals to reduce greenhouse gas emissions; and

Whereas, all Parties are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in the Peninsula corridor and are considering intermodal service integration, including linkages to the proposed HST service; and

Whereas, it is the intent and purpose of this MOU to strengthen the working relationship between the PARTIES to facilitate the development and implementation of passenger rail improvements that will improve local passenger rail service and operations while preparing

designated HST corridors for eventual HST operation to achieve region wide systems integration of rail service in Northern California; and

Whereas, local transportation improvement projects are required to be environmentally evaluated according to CEQA and NEPA regulations and where necessary, existing environmental approval covering incremental improvements to the Peninsula corridor will be updated to reflect evolving local and regional conditions and concerns; and

Whereas, incremental improvements and the blended system project will be planned, designed and constructed in a way that supports local land use and Transit Oriented Development policies along the Peninsula corridor; and

Now, THEREFORE, it is mutually understood and agreed to by the PARTIES as follows:

To jointly support and pursue the implementation of a statewide high speed rail system that utilizes a blended system and operational model on the Peninsula corridor and that has it's northern terminus at the Transbay Transit Center in San Francisco as specified in law, and it's southern limit at Mile Post 51.4 at the Tamien Station in San Jose. The blended system will support and benefit operation of both Caltrain and future high speed train service.

To jointly recognize a defined set of Inter-related Program of Projects that are consistent with the AUTHORITY's phased implementation plan, are consistent with a blended system operation of the corridor and achieve objectives that include but are not limited to system capacity and connectivity for Caltrain, HST and freight, public safety, operational efficiency, effectiveness and connectivity.

To generally describe, identify and work to fully fund an Inter-related Program of Projects known as the Corridor Electrification Infrastructure Project, Advanced Signal System (also known as Positive Train Control), the Downtown Extension to the Transbay Transit Center, which is the Proposition 1A designated northern terminus of high-speed rail, new high-speed stations at San Jose Diridon Station and a Millbrae BART/Caltrain Station with a connection to San Francisco International Airport, and a Core Capacity project of needed upgrades to stations, tunnels, bridges, potential passing tracks and other track modifications and rail crossing improvements including improvements and selected grade separations required to accommodate the mixed traffic capacity requirements of high-speed rail service and commuter services.

To recognize that of the set of Inter-related Program of Projects, the most substantial and tangible early-investment benefits will be realized when two essential projects are identified for an Initial Investment Strategy to secure, at the earliest possible date, the benefits of the blended system for the traveling public and an Initial Investment Strategy is needed to provide the groundwork upon which future construction can more readily progress.

To recognize that the two Inter-related projects for Initial Investment Strategy are the Corridor Electrification Infrastructure Project that includes the needed rolling stock to operate revenue

service; and the Advanced Signal System project and to adopt as part of this MOU, the funding plans needed to move as expeditiously as possible toward construction of these two essential projects.

To work toward the implementation of the Initial Investment Strategy to the maximum extent feasible and that the PARTIES shall endeavor to incorporate the Electrification Infrastructure and Advanced Signal System projects into their respective plans and that the AUTHORITY shall reflect this MOU in its Business Plan by December 31, 2012.

That the aforementioned projects will need to be environmentally analyzed and cleared according to CEQA and NEPA guidelines as appropriate, including updating and recirculation of the Caltrain Electrification EA/FEIR completed in 2009.

That the AUTHORITY will endeavor in good faith to secure approval and release of $ 600 million of Proposition 1A funds and $106 million of Proposition 1A "connectivity" funds consistent with the funding plans contained in this MOU as required to complete at the earliest possible date, the Corridor Electrification Infrastructure and Advanced Signal System projects.

That the AUTHORITY will endeavor in good faith to secure approval of Proposition 1A "connectivity" funds for Bay Area project sponsors consistent with and in accordance with the schedule and project expenditure plan approved and as amended by the California Transportation Commission.

That the AUTHORITY will work with funding partners to assist in seeking and releasing the funds necessary to implement the Electrification Infrastructure Project and Advanced Signal System project. Local agencies may provide local funds, real property, or in-kind resources as matching funds where matching funds are required to qualify for grant funds. PARTIES agree to work together to identify the appropriate amounts and types of local resources that may be used to support the completion of the Electrification Infrastructure Project and the Advanced Signal System Project.

That the AUTHORITY and appropriate PARTIES will coordinate to obtain funding using a mutually agreed-upon strategy. In the event that funding for the program is constrained by statute, recession of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the AUTHORITY and the PARTIES shall takes steps notify each other as needed in a timely manner.

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

Attachment B
Resolution No. 4056

FUNDING PLAN

Program Costs and Proposed Funding for Peninsula Corridor Projects: Electrification and Advance Signal System

Program Costs *(in $ millions, year of expenditure)*	
Advance Signal System / Positive Train Control (PTC)	$231
Electrification and Electric Multiple Units (EMUs)	$1,225
Total	**$1,456**

Program Funding *(in $ millions)*	
Source	**Amount**
JPB Contributions	$180
JPB Local - Currently Available	$11
Caltrain PTC	$4
Subtotal Local	***$195***
Prop 1A Connectivity	$106
Prop 1A High Speed Rail Authority	$600
Prop 1B Caltrain	$24
Subtotal State	***$730***
Federal RR Admin. for PTC	$17
Federal Transit Admin prior/current obligations	$43
Federal Transit Admin future obligations	$440
Subtotal Federal	***$500***
MTC Bridge Tolls	$11
BAAQMD Carl Moyer	$20
Subtotal Regional	***$31***
Total	**$1,456**

See Next Page for Notes.

Funding Plan Notes:

1. Caltrain Joint Powers Board (JPB) Local Contribution is $60 million from San Mateo sales tax, $60 million from VTA sales tax, and $60 million from San Francisco ($23 million from sales tax, $37 million from Regional Transportation Improvement Program (RTIP)/local/other). Each agency's contribution, including Proposition 1A Connectivity funds as outlined in Note 2, is contingent upon the $60 million each from the other two JPB partners.
2. Prop 1A Connectivity is $42 million from Caltrain, $26 million from VTA, and $38 million from BART (2nd priority for BART after receipt of $150 million for railcars).
3. Prop 1B Caltrain is $20 million Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), $4 million State-Local Partnership Program (SLPP).
4. FTA Prior/Current Obligations is $16 million for electrification in prior years, $27 million for EMUs in FY12.
5. FTA Future Obligations is $315 million for electric multiple units (EMUs), $125 million from fixed guideway caps. Funds will be programmed in accordance with MTC Transit Capital Priorities process between approximately FY2012-2013 and FY2022-2023.
6. Bridge Tolls is from Regional Measure 1 (RM1) West Bay Rail Reserve.
7. Bay Area Air Quality Management District (BAAQMD) funds to be confirmed.
8. Assumes that all local sources, Prop 1B PTMISEA, all federal sources, and bridge tolls can be used as match to Prop 1A funds, totaling $726 million in matching funds for $706 million in Prop 1A funds.
9. Other potential future funding sources could be substituted if secured, including federal Transportation Investment Generating Economic Recovery (TIGER) funds (such as current Caltrain application for $44 million), State Interregional Transportation Improvement Program (ITIP) funds, and private financing.

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

PREPARING THE CALTRAIN CORRIDOR FOR HIGH – SPEED RAIL: ELECTRIFICATION AND ADVANCED SIGNAL SYSTEM PROJECTS

MARCH 2012

Electrification of the peninsula rail corridor is a necessary investment to support a blended Caltrain and high-speed rail system. In the short-term, electrification will bring more commuter service to our region in a quieter and greener way. For the long-term, electrification prepares the corridor to receive the high-speed rail system, which will provide a one-seat ride from downtown San Francisco to Los Angeles.

Project Scope

The electrification infrastructure project includes the installation of traction power facilities, poles and an overhead contact system, and the purchase of electric rolling stock to replace the current diesel trains, known as electric multiple units (EMUs). The project would extend for 52 miles from San Francisco to San Jose.

Short-Term Benefits

Caltrain electrification and use of EMUs will result in the following benefits:

- Faster and more frequent service
- Reduction of air pollutant emissions
- Reduction of noise and vibration

Project Status

In 2009, 35% design and federal environmental clearance were completed. Board certification of the Environmental Assessment /Final Environmental Impact Report (EA/FEIR) to complete the state environmental process has not yet been obtained. If full funding is secured by Summer 2012, the planned project schedule is:

Project Status and Schedule*

Phase	Start	Complete
Environmental Clearance **	2012	2013
Final Design & Procurement	2013	2015
Construction & Vehicle Testing	2015	2019

* Schedule assumes design-bid-build procurement process.

** Update/recirculation of the Caltrain Electrification project EA/FEIR.



Caltrain EMU Vehicle

ADVANCED SIGNAL SYSTEM

The advancedd signal system is needed to support Caltrain and high-speed rail blended services on the peninsula corridor. The system is called Communications Based Overlay Signal System, also known as Positive Train Control (PTC).

Project Scope

The project serves two purposes. One is to provide enhanced performance attributes to maximize train throughput in the rail corridor. The other is to reduce the risk of train-to-train collisions and prevent trains from exceeding authorized speed limits. The system includes control center upgrades, wayside signals, sensors in the tracks, on-board computers, and connections to global positioning systems. The advancedd signal system meets a federal mandate to achieve PTC by 2015.

Project Benefits

The advanced signal system will:

- Accommodate blended Caltrain and high-speed trains in the peninsula corridor;
- Increase the safety of the current signal system;
- Enable more frequent and dependable passenger service; and
- Improve grade crossing warning functions.

Additionally, it will enable Caltrain to maintain rail operations during construction, and support faster and more efficient construction schedules in a safer work environment. These capabilities will result in significant project cost savings and minimal service disruptions.

Project Status

If full funding is secured by Summer 2012, the planned project schedule is:

Project Phases and Schedule

Phase	Start	Complete
Planning and Preliminary Design*	January 2008	July 2010
Procurement of DB Contractor	August 2010	December 2011
Hardware & Software Engineering	2012	2013
Construction / Installation	2013	2014
System Testing and Integration	2014	2015
Revenue Service		2015

* Project is exempt from environmental review.



Diagram of how an advancedd signal system works

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APPENDIX A – 18

Regional Policies: Project Funding

Funding Framework for the BART Rail Car Replacement Program (Phases I and II)

MTC Resolution No. 3918

Date: December 15, 2010
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 3918

This resolution establishes a funding framework for the BART Rail Car Replacement Program (Phases I and II) and a policy-level commitment of approximately $780 million in funding toward the Phase 1 Funding Plan for the project in fiscal years 2011 through 2019.

Further discussion of the BART Rail Car Replacement Program is contained in the Programming and Allocations Summary Sheet dated December 8, 2010.

Date: December 15, 2010
W.I.: 1512
Referred by: PAC

Re: BART Rail Car Replacement Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3918

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code 66500 et. seq.; and

WHEREAS, the San Francisco Bay Area Rapid Transit District (BART) is a rapid transit district providing heavy rail transit service in the San Francisco Bay Area; and

WHEREAS, BART wishes to replace 669 rail cars through its Rail Car Replacement Program (PROJECT); and

WHEREAS, BART and MTC wish to establish a funding framework and understanding for the PROJECT; and

WHEREAS, BART and MTC wish to establish a policy-level commitment of funding toward a PHASE 1 FUNDING PLAN in fiscal years 2011 through 2019 in order for BART to award a contract for the PROJECT; and

WHEREAS, BART has approved Resolution No. 5134 regarding the BART Rail Car Replacement Program; and

WHEREAS, MTC previously adopted MTC Resolution No. 3866, the Transit Coordination Implementation Plan, which includes requirements for transit operators participating in the Clipper℠ program (previously the TransLink® Program) to transition certain pre-paid fare media to Clipper℠. Appendix B-3 of Resolution No. 3866 establishes the dates by which BART and the other four participating Clipper℠ operators are expected to transition to Clipper℠-only availability; and

WHEREAS, pursuant to Resolution No. 3866, MTC may, at its discretion, withhold, restrict or re-program funds and allocations to an operator that has not made reasonable efforts to implement the requirements of Appendix B-3; now be it therefore,

RESOLVED, that BART and MTC have agreed to the Principles for Funding Framework BART Car Replacement Program set forth in Attachment A and incorporated herein; and be it further

RESOLVED, that BART and MTC have agreed to and approve the PHASE 1 FUNDING PLAN ASSUMPTIONS set forth in Attachment B-1 and incorporated herein; and be it further

RESOLVED, that BART and MTC have agreed to and approve the PHASE 1 FUNDING PLAN set forth in Attachment B-2 and incorporated herein; and be it further

RESOLVED, that BART and MTC agree that MTC's commitment of funding for the PHASE 1 FUNDING PLAN for the PROJECT is limited to the total amount of MTC Funding shown in the PHASE 1 FUNDING PLAN ; and be it further

RESOLVED, that MTC agrees to program Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds as set forth in Attachment B-2, subject to Congressional authorization and appropriation, availability of funds, and other critical regional transit capital needs in a timely manner in order to meet PHASE 1 FUNDING PLAN cash flow needs and minimize financing costs; and be it further

RESOLVED, that MTC may substitute other MTC-controlled funds in place of available FTA and FHWA funds specified in the PHASE 1 FUNDING PLAN; and be it further

RESOLVED, that BART agrees to use the funds as shown in Attachment B-2 to meet the local match requirements of federal funds for the PHASE 1 FUNDING PLAN; and be it further

RESOLVED, that BART agrees to comply with all applicable local, state, and federal requirements for funds programmed by MTC; and be it further

RESOLVED, that BART and MTC agree to work with the Bay Area Partnership to ensure that the PROJECT funding plan will be developed and programmed in agreement with the region's overall approach to the Transit Capital Priorities program; and be it further

RESOLVED, that BART acknowledges that it has received regional funds from MTC to extend the life of some of its current fleet of rail cars so that they will remain in service while the replacement cars are being procured and delivered, and agrees to maintain its current fleet of rail cars so that they will remain in service while the replacement cars are being procured and delivered; and be it further

RESOLVED, that BART agrees that it will not request regional funds from MTC for a rehabilitation of its current fleet of railcars; and be it further

RESOLVED, that MTC may withhold amending annual PHASE 1 FUNDING PLAN funds in the Transportation Improvement Program if the Commission finds that BART is not in compliance with MTC Resolution No. 3866 including Clipper implementation requirements; and be it further

RESOLVED, that BART and MTC will work with the FTA to ensure the federal funds are available to the PROJECT; and be it further

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 15, 2010.

PRINCIPLES FOR FUNDING FRAMEWORK BART CAR REPLACEMENT PROGRAM

1. Project Definition

The BART Car Replacement Program (PROJECT) consists of replacing 669 A, B, C1 and C2 cars at an estimated cost of $3.2 billion (in escalated dollars). The procurement of additional capacity expansion cars is outside of the scope of these Principles.

The PHASE 1 FUNDING PLAN will address the costs of replacing approximately the first 200 cars at an estimated cost of $1.0 billion (in escalated dollars).

The PHASE 2 FUNDING PLAN will address the costs of replacing approximately the remaining 469 cars at an estimated cost of $2.2 billion (in escalated dollars).

Due to the long term nature of the PROJECT, BART's base contract will be for approximately 200 cars, and there will be options for additional cars. Subject to the availability of funding, BART anticipates exercising the first option in 2017.

2. Background

The funding plan for the PROJECT will be modeled on MTC Resolution 2672, in which MTC entered into an agreement with BART as part of a larger regional framework for transit capital replacement and expansion that provided regional investments to cover 70% of the costs of BART's A-B Car Rehabilitation project.

Transportation 2035, the region's long- range plan that was adopted in April 2009, includes $15.1 billion (in escalated dollars) in projected capital replacement and rehabilitation needs for BART between FY 2009 and FY 2033. The total includes $10.8 billion in Score 16 (the highest priority for funding under the region's Transit Capital Priorities Process and Criteria) needs and $4.3 billion in other needs. The Score 16 needs includes the PROJECT at a cost of $2.7 billion, and Fixed Guideway and other Score 16 needs totaling $8.1 billion.

Transportation 2035 projects that $4.3 billion of Committed Transit Capital Revenues will be available to meet BART's Score 16 needs. Of this total, approximately $0.6 billion is from operating funds that BART is projected to contribute to its capital program.

Transportation 2035 projects $23.1 billion in transit capital revenues for all transit capital needs in the region, including $6.4 billion in Discretionary Revenues. Of the $6.4 billion in

Discretionary Revenues dedicated to Score 16 needs throughout the region, $4.7 billion or 73% is projected to come from anticipated sources that MTC and its transit operator partners will need to identify and secure for transit capital needs.

3. Regional Share of Project Costs
Consistent with Resolution 2672 and Transportation 2035, and in order to meet the PROJECT cost of $3.2 billion, MTC would cover approximately $2.4 billion, or about 75%, of PROJECT costs. This includes projected FTA 5307 and 5309 FG, FHWA STP, Population-based Spillover (or successor programs) and/or other anticipated funding sources included in Transportation 2035, as well as funds that have been programmed to the PROJECT prior to the adoption of Transportation 2035 and projected earnings on the BART Car Replacement Funding Exchange Account.

Assumptions for Regional Share:

- The total cost of the PROJECT is $3.2 billion and includes replacement of 669 cars.
- Major transit capital rehabilitation and replacement needs in the Region can be met as anticipated in the Plan, including 100% of the cost of replacing revenue vehicles and approximately 60% of the cost of replacing and rehabilitating Fixed Guideway and other Score 16 assets.
- The Region will receive $13.5 billion in Committed Revenues, including FTA Section 5307 and 5309 (or their successors) and AB664 bridge tolls, between FY 2009 and FY 2033 as anticipated in Transportation 2035.
- The Region will receive $6.4 billion in Discretionary Revenues, including Anticipated Funds, FHWA STP (or its successor), and Population-based Spillover, between FY 2009 and FY 2033 as anticipated in Transportation 2035.
- The Region's Score 16 transit capital replacement and rehabilitation needs between FY 2009 and FY 2033 will not exceed $28.6 billion as anticipated in Transportation 2035.

Should these assumptions, including the cost of the PROJECT, change substantively over time, the terms of this PROJECT funding framework will be re-examined and an alternate approach will be agreed to by MTC and BART that could include extending the timing of fund commitments, seeking alternate fund sources, or other actions.

4. BART Share of Project Costs
Consistent with Resolution 2672 and Transportation 2035, and in order to meet the PROJECT cost of $3.2 billion, BART will cover approximately $0.8 billion, or about 25%, of PROJECT costs. BART will dedicate $150 million of its High Speed Rail funds to the PROJECT, and BART will either direct future BART-controlled revenue, such as State Transit Assistance Revenue-Based funds, after meeting revenue sharing and coordination expenses, or raise additional funds through General Obligation bonds, parcel taxes, fare increases or other means to help fund its share of PROJECT costs and/or fixed guideway needs.

If necessary, BART can meet this commitment, in whole or in part, by funding a larger share of its fixed guideway capital needs, and reducing the need for regional investments in BART's fixed guideway needs below the level currently projected in Transportation 2035.

5. Funding Commitment Timeframe

The total PROJECT will be funded in two phases as described in Table 1. MTC and BART agree to commit to fully funding the Phase 1 Funding Plan as described in Attachments B-1 and B-2, subject to Congressional authorizations and appropriations and availability of funds.

The funding framework and assumptions for the Phase 2 Funding Plan, including BART and MTC shares, will be reconfirmed in the next regional transportation plan, currently planned for adoption in 2013.

A firm funding commitment for the Phase 2 Funding Plan should be established by 2015, in advance of BART's anticipated exercise of the first contract option in 2016.

Table 1. BART Car Replacement Project Preliminary Funding Plan
$ millions, escalated

	No. of cars	Cost Estimate		Proposed Approximate Funding Participation		Proposed Approximate % Shares	
		T2035	Current*	Regional	BART	Regional %	BART %
Total Project	669	$2,697	$3,222	$2,416	$805	75%	25%
Phase 1	200		$1,026	$871	$155	85%	15%
Phase 2+	469		$2,196	$1,545	$651	70%	30%

* Current cost estimate for Total Project derived from BART's current estimate for 700 cars of $3,371 million by prorating (669/700).

PHASE 1 FUNDING PLAN ASSUMPTIONS

Background and Prior Actions
BART expects the first phase of the funding plan (PHASE 1 FUNDING PLAN) for the PROJECT to pay for approximately 200 rail cars. BART currently estimates the escalated cost of the PHASE 1 FUNDING PLAN for the PROJECT to be approximately $1 billion over the period fiscal years 2008 through 2023.

Pursuant to MTC Resolution No. 3738, Revised, MTC has previously approved approximately $90.7 million in Surface Transportation Program funds (STP) in Fiscal Years 2006, 2007, 2008 and 2009 which have been the subject of a fund exchange and placed in the BART Car Replacement Funding Exchange Account to be used for the PROJECT.

Pursuant to MTC Resolution No. 3854, Revised, MTC has previously programmed approximately $12.6 million in Federal Transit Administration (FTA) Fixed Guideway Modernization Program funds for the PROJECT in FY 2009.

BART has previously provided $4.6 million in funding for pre-construction activities for the PROJECT.

10-Year Regional Capital Improvement Program (CIP)
MTC will participate in the PHASE 1 FUNDING PLAN for the PROJECT by programming funding in fiscal years 2011 through 2019.

In 2009, MTC completed a ten-year Regional Capital Improvement Program (CIP) for the period FY2010 through 2019, including projections of Score 16 transit capital needs based on data from the Regional Transit Capital Inventory and transit capital revenues based on the revenue projections included in Transportation 2035.

The CIP identified Score 16 capped transit needs of $4.1 billion for all Bay Area transit operators, and assumed $4.1 billion in federal formula transit and highway funds would be available toward all Bay Area transit capital replacement and rehabilitation needs over the ten-year period.

Phase 1 Funding Plan Assumptions
The CIP assumed approximately $730 Million in FTA formula funding toward the PHASE 1 FUNDING PLAN between FY 2010 and FY 2019.

The PHASE 1 FUNDING PLAN assumes that any FTA programming not needed for direct project expenditures in the year of programming will be exchanged for BART funds, which will be deposited in the BART Car Replacement Funding Exchange Account (as with the STP funds).

The PHASE 1 FUNDING PLAN assumes that a combination of earnings credited to the BART Car Replacement Funding Exchange Account and, if earnings are insufficient, additional programming of STP or other funding sources will provide $50 million for the PHASE 1 FUNDING PLAN.

The PHASE 1 FUNDING PLAN assumes that state High Speed Rail Connectivity funds will be available to BART to meet their $150 million contribution between FY 2011 and FY 2017.

Date: December 15, 2010
W.I.: 1512
Referred by: PAC

Attachment B-2
Resolution No. 3918
Page 1 of 1

PHASE 1 FUNDING PLAN FOR BART CAR REPLACEMENT PROGRAM

$000

Funding Source	Prior to FY10	FY10 - FY19	Total
MTC Funding			
FTA Formula Programs	12,565	717,435	730,000
FHWA Regional Discretionary Programs*	90,726	50,274	141,000
Subtotal MTC Funding	103,291	767,709	871,000
BART Funding			
BART High Speed Rail Funds		150,000	150,000
Other BART Funds	4,600		4,600
Subtotal BART Funding	4,600	150,000	154,600
Total Funding	107,891	917,709	1,025,600

* Funding from FHWA Regional Discretionary Programs includes BART funds deposited and earnings credited to the BART Car Replacement Funding Exchange Account.

APPENDIX A – 19

Regional Policies: Project Funding

MTC's Lifeline Transportation Program Guidelines and Funding for FY2010-11 through FY2012-13

MTC Resolution No. 4033

Date: December 21, 2011
W.I.: 1311
Referred by: PAC
Revised: 03/28/12-ED

ABSTRACT

Resolution No. 4033, Revised

This Resolution adopts the Third Cycle Lifeline Transportation Program Guidelines and Fund Estimate.

The following attachment is provided with this Resolution:

Attachment A — Third Cycle Lifeline Transportation Program Guidelines and Funding FY2010-11 through FY2012-13

This resolution was revised on March 28, 2012, under Executive Director Administrative Authority, to make minor changes to the FY2011-12 and FY2012-13 Job Access and Reverse Commute (JARC) programming targets in Attachment A to reflect the actual partial-year FY2011-12 JARC funding apportionments.

Further discussion of the Lifeline Program Guidelines is provided in the Programming and Allocations Committee Summary dated December 14, 2011.

Date: December 21, 2011
W.I.: 1311
Referred by: PAC

RE: Third Cycle Lifeline Transportation Program Guidelines and Fund Estimate

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4033

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC adopted Resolution 3814, which directed Proposition 1B funds to the Lifeline Transportation Program; and

WHEREAS, MTC adopted Resolution 3837, which established a consolidated policy for State Transit Assistance (STA) – population-based funds, including a set percentage to the Lifeline Transportation Program; and

WHEREAS, MTC is the designated recipient for federal Job Access Reverse Commute (JARC) funds and has incorporated these funds into the Lifeline Transportation Program; and

WHEREAS, MTC is the designated recipient for regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for the San Francisco Bay Area and has incorporated or will incorporate certain STP and/or CMAQ funds into the Lifeline Transportation Program; and

WHEREAS, MTC has conducted a program evaluation of the Lifeline Transportation Program and has made revisions to the program based on evaluation results; and

WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to fund a program of projects for the third-cycle of the Lifeline Transportation Program; now, therefore be it

RESOLVED, that MTC approves the program guidelines to be used in the administration and selection of the Third Cycle of Lifeline Transportation projects, as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the programming targets in Attachment A if the final Lifeline funding apportionments differ from the estimated amounts; and be it further

RESOLVED, that the Executive Director of MTC shall forward a copy of this Resolution, and such other information as may be required, to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above Resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on December 21, 2011.

Third Cycle Lifeline Transportation Program Guidelines and Funding FY 2011 through FY 2013

Program Goals: The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, and are expected to carry out the following regional Lifeline Program goals:

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, and capital improvement projects.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations. While preference will be given to community-based plan priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.
- Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects. Existing transportation services may also be eligible for funding.

Program Administration: The Lifeline Program will be administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

County	Lifeline Program Administrator
Alameda	Alameda County Transportation Commission
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa County Transportation Planning Agency
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

Lifeline Program Administrators are responsible for soliciting applications for the Lifeline Program. This requires a full commitment to a broad, inclusive public involvement process and using multiple methods of public outreach. Methods of public outreach include, but are not limited to highlighting the program and application solicitation on the CMA website; sending targeted postcards and e-mails to local community-based organizations, city departments, and non-profit organizations (particularly those that have previously participated in local planning processes); and contacting local elected officials and their staffs. Further guidance for public involvement is contained in MTC's Public Participation Plan.

For the selection of projects involving federal funds, Lifeline Program Administrators must also consider fair and equitable solicitation and selection of project candidates in accordance with federal Title VI requirements, i.e. funds must be distributed without regard to race, color, and national origin.

Fund Availability: Fund sources for the Third Cycle Lifeline Program (FY2010-2011 to FY2012-2013) include State Transit Assistance (STA), Proposition 1B - Transit funds, Job Access and Reverse Commute (JARC), and Surface Transportation Program (STP), as shown in Table A. Note that MTC may apply Congestion Mitigation and Air Quality Improvement (CMAQ) funds instead of STP to CMAQ-eligible projects, and references throughout these guidelines to "STP" should be considered as "STP or CMAQ". Funding for STA, JARC[1], and STP will be assigned to counties by each fund source, based on the county's share of the regional poverty population consistent with the estimated distribution outlined in Table B. Note that the county shares were updated using 2010 census data which resulted in some shifts compared to previous Lifeline cycles. Lifeline Program Administrators will assign funds to eligible projects in their counties based on a competitive process to be conducted by the Lifeline Program Administrators in each county. Proposition 1B funding will be assigned by MTC directly to transit operators and counties based on a formula that distributes half of the funds according to the transit operators' share of the regional low-income ridership and half of the funds according to the transit operators' share of the regional low-income population. The formula distribution is shown in Table C. All funded projects must meet the eligibility requirements of the respective funding source. See Appendix 1 for detailed eligibility requirements by fund source.

[1] Consistent with federal JARC guidance, MTC may set aside up to five percent of the region's FY11, FY12 and FY13 JARC apportionments to fund administration, planning and technical assistance.

MTC will set aside up to $1 million in STA funds toward the development and implementation of a regional means-based discount. In Phase 1 of the means-based discount project, MTC will develop the regional concept, including identifying who is eligible, costs, funding, relationship to other discounts, etc. MTC will convene a regional Technical Advisory Committee to assist with scope development and project oversight. Depending on the results of Phase 1, any remaining funds from the $1 million set-aside will be used for implementation activities.

Multi-Year Programming: The Third Cycle Lifeline Transportation Program will cover a three-year programming cycle, FY2010-2011 to FY2012-2013.

Competitive Process: Projects must be selected through an open, competitive process with the following exceptions:

(1) In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate some or all of their STA funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Program reporting requirements.

(2) In most cases, Proposition 1B Transit funds will be allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Upon concurrence from the applicable governing board of the CMA, transit operators may program funds to any capital project that is consistent with the Lifeline Program and goals, and is eligible for this fund source. Transit operators are encouraged to consider needs throughout their service area. Projects must be identified as Lifeline projects before transit operators can claim funds, and, at the discretion of the Lifeline Program Administrators, may be subject to Lifeline Program reporting requirements. For Solano and Sonoma counties, Proposition 1B funds are being directed to the CMA, who should include these funds in the overall Lifeline programming effort (keeping in mind the limited sponsor and project eligibility of Proposition 1B funds).

Other exceptions may be considered by MTC on a case-by-case basis but must meet the guidelines/restrictions of the applicable fund sources. LPAs should contact MTC staff as early as possible for any exception requests.

Grant Application: To ensure a streamlined application process for project sponsors, a universal application form (or standard format and content for project proposals) will be used, but, with review and approval from MTC, may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements.

Applicants with multi-county projects must notify the relevant Lifeline Program Administrators and MTC about their intent to submit a multi-county project, and submit copies of their application to all of the relevant counties. If the counties have different application forms, the applicant can submit the same form to all counties, but should contact the Lifeline Program Administrators to determine the appropriate form. If the counties have different application deadlines, the applicant should adhere to the earliest deadline. The Lifeline Program Administrators will work together to score and rank the multi-county projects, and, if selected, to

determine appropriate funding. (Note: Multi-county operators with projects that are located in a single county need only apply to the county where the project is located.)

Program Match: The Lifeline Program requires a minimum local match of 20% of the total project cost; new Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.

There are two exceptions to the 20% match requirement:

(1) JARC operating projects require a 50% match. However, consistent with MTC's approach in previous funding cycles, Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for **both** JARC and STA funds.

(2) All auto-related projects require a 50% match.

Project sponsors may use certain federal or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. The match may include a non-cash component such as donations, volunteer services, or in-kind contributions as long as the value of each is documented and supported, represents a cost that would otherwise be eligible under the program, and is included in the net project costs in the project budget.

For JARC projects, the local match can be *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services or Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.

Eligible Projects: Per the requirements set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), projects selected for funding under the JARC program must be "derived from a locally developed, coordinated public transit-human services transportation plan", and the plan must be "developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public." A locally developed, coordinated, public transit-human services transportation plan ("coordinated plan") identified the transportation needs of individuals with disabilities, older adults, and people with low incomes, and provides strategies for meeting those local needs. The Bay Area's Coordinated Plan was adopted in December 2007 and is available at http://www.mtc.ca.gov/planning/pths/. The plan includes a low-income component and an elderly and disabled component.

Eligible operating projects, consistent with requirements of funding sources, may include (but are not limited to) new or enhanced fixed route transit services, restoration of lifeline-related transit services eliminated due to budget shortfalls, shuttles, children's transportation programs,

taxi voucher programs, improved access to autos, etc. See Appendix 1 for additional details about eligibility by funding source.

Eligible capital projects, consistent with requirements of funding sources, include (but are not limited to) purchase of vehicles; bus stop enhancements, including the provision of bus shelters, benches, lighting or sidewalk improvements at or near transit stops; rehabilitation, safety or modernization improvements; or other enhancements to improve transportation access for residents of low-income communities. See Appendix 1 for additional details about eligibility by funding source.

Eligible planning projects, consistent with requirements of funding sources, include (but are not limited to) planning assistance for updating Community-Based Transportation Plans (CBTP), consolidated transportation services planning, and bicycle and pedestrian planning projects. CBTP updates are eligible for STP funding provided the following conditions are met: 1) All of the previously identified CBTPs in the county have been completed[2]; 2) The county has identified a lead agency to update the status of existing plans, needs, and projects, and to track implementation of projects over time; 3) A county-led process involving multiple stakeholders has established a way to set priorities for plan updates within the county (e.g., oldest first, largest populations, highest percentage of implemented projects); 4) Communities getting plan updates must be identified as Communities of Concern (CoCs) as part of the Plan Bay Area process to have priority, but countywide updates will be considered in counties with either no CoCs or with more than two-thirds of the county low-income population residing outside designated CoCs. Counties may decide whether and/or how to prioritize CBTP updates over other eligible uses such as bicycle and pedestrian projects. See Appendix 1 for additional details about eligibility by funding source.

Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding Lifeline projects.

Project Selection/Draft Program of Projects: MTC is the designated recipient for the Bay Area's large Urbanized Area (UA) funding apportionment of JARC funds. Caltrans is the designated recipient for California's small and non-UA funding apportionment of JARC funds. As the designated recipient, MTC is responsible for ensuring a competitive selection process to determine which projects should receive funding. For the large UA apportionment, the competitive selection is conducted on a county-wide basis. For the small and non-UA apportionment, the competitive selection is conducted by Caltrans.

For the MTC process, standard evaluation criteria will be used to assess and select projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability.[3] Lifeline

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[2] Because funding has been available for completing the region's remaining CBTPs since 2008, counties who have not completed all of their existing plans will not be eligible for any plan update funds. MTC's expectation is that all CBTPs will be complete by the end of this cycle.

[3] For future cycles of the Lifeline Transportation Program, transit operations projects will need to be consistent with recommendations stemming from MTC's Transit Sustainability Project. See http://www.mtc.ca.gov/planning/tsp/

Program Administrators may establish the weight to be assigned for each criterion in the assessment process.

Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

Each county will appoint a local review team of CMA staff, the local low-income or minority representative from MTC's Policy Advisory Council, and representatives of local stakeholders, such as, transit operators, other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Counties are strongly encouraged to appoint a diverse group of stakeholders for their local review team. Each county will assign local priorities for project selection.

In funding projects, preference will be given to strategies emerging from local CBTP processes or other substantive local planning efforts involving focused outreach to low-income populations. Projects included in countywide regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. Regional Lifeline funds should not supplant or replace existing sources of funds.

A full program of projects is due to MTC from each Lifeline Program Administrator on May 15, 2012. However, with state and federal funding uncertainties, sponsors with projects selected for FY2013 JARC funds should plan to defer the start of those projects until the funding is appropriated and secured. Lifeline Program Administrators, at their discretion, may opt to prioritize high scoring projects with FY2011 and FY2012 funds. MTC staff will work with Lifeline Program Administrators on this sequencing; more will be known about the FY2013 funds near the end of calendar year 2012.

Project Delivery: All projects funded under the county programs are subject to MTC obligation deadlines and project delivery requirements. STP funds are subject to all of the delivery requirements in MTC Res. 3606. All projects will be subject to a "use it or lose it" policy. Beginning this cycle, MTC is adding a project delivery requirement that project sponsors must expend the Lifeline Transportation funds within three years of the grant award or execution of subrecipient agreement with MTC, whichever is applicable.

Policy Board Adoption: Prior to the programming of funds to any project, MTC requires that the project sponsor adopt and submit a resolution of local support. Projects recommended for STA, JARC and STP funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator. Projects funded with Proposition 1B Transit funds must have concurrence from the applicable CMA; furthermore, Caltrans requires that Proposition 1B - Transit projects either be consistent with the project sponsor's most recent short-range transit plan (SRTP), as evidenced by attaching the relevant SRTP page to the allocation request, or be accompanied by a certified Board Resolution from the project sponsor's governing board. For all

funds, the appropriate governing board shall resolve that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation and reporting deadlines and requirements.

Project Oversight: For Lifeline projects funded by STA, JARC, and STP, Lifeline Program Administrators are responsible for programmatic and fiscal oversight, and for ensuring projects meet MTC obligation deadlines and project delivery requirements. In addition, Lifeline Program Administrators will ensure that projects substantially carry out the scope described in the grant applications for the period of performance, and are responsible for approving reimbursement requests, budget changes, and scope of work changes, prior to MTC's authorization. All scope changes must be fully explained and must demonstrate consistency with Lifeline Program goals. Any changes to JARC or STP funded projects must be reported to MTC and reconciled with FTA (or FHWA, as applicable for STP funds).

For projects funded by Proposition 1B, the Lifeline Program Administrators are encouraged to continue coordination efforts with the project sponsors if they feel that it would be beneficial toward meeting the Lifeline goals; however, this may not be necessary or beneficial for all Proposition 1B projects.

See appendix 1 for detailed accountability and reporting requirements by funding source.

As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g., number of trips, service hours, workshops held, car loans provided), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital projects, project sponsors are responsible for establishing milestones and reporting on the status of project delivery. For planning projects, project sponsors are responsible for establishing a schedule of deliverables related to the project. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Lifeline Program Administrators will forward all reports containing performance measures to MTC for review and overall monitoring of the Lifeline Transportation Program.

Fund Administration:
For projects receiving JARC Funds: MTC will enter all projects into the Transportation Improvement Program (TIP). For projects sponsored by non-Federal Transit Administration (FTA) grantees, e.g., nonprofits or other local government entities, MTC will enter projects into MTC's FTA grant planned to be submitted in fall 2012. Following FTA approval of the grant, MTC will enter into funding agreements with subrecipients. Transit operators who are FTA grantees will act as direct recipients, and will submit grant applications to FTA directly. MTC reserves the right to reprogram funds if direct recipients fail to obligate the funds through grant submittal and FTA approval within 12 months of program approval. See Appendix 2 for federal compliance requirements.

For projects receiving STA funds: For transit operators receiving STA funds, MTC will allocate funds directly through the annual STA claims process. For other STA eligible projects administered by sponsors who are not STA eligible recipients, the project sponsor is responsible for identifying a local transit operator who will act as a pass-through for the STA funds, and will likely seek to enter into a funding agreement directly with the project sponsor.

For projects receiving Proposition 1B Transit Funds: Project sponsors receiving Proposition 1B funds must submit a Proposition 1B application to MTC for submittal to Caltrans with prior review by MTC. The estimated due date to Caltrans is June 1, 2012. The state will distribute funds directly to the project sponsor. Note that although the Proposition 1B Transit Program is intended to be an advance-payment program, actual disbursement of funds is dependent on the State budget and State bond sales.

For projects receiving STP funds: Projects must comply with the provisions of the Cycle 2 STP/CMAQ programming guidelines and program adoption, and project sponsors must submit a Local Resolution of Support (template located on MTC's Website at: http://www.mtc.ca.gov/funding/STPCMAQ/) meet all of the delivery requirements in MTC Resolution 3606 (located on MTC's Website at: http://www.mtc.ca.gov/funding/delivery/) and STP funds must be obligated by the Federal Highway Administration (FHWA) or transferred to FTA by April 30, 2014. Furthermore, the following provisions apply accordingly:

- Transit operators who are FTA grantees will act as direct recipients, and will enter projects into the TIP, request FHWA transfers through Caltrans and submit grant applications to FTA directly. MTC reserves the right to reprogram funds if direct recipients fail to obligate the funds through grant submittal and FTA approval within 18 months of MTC approval of the project.
- For non-FTA grantees with transit projects, the CMA (or appropriate agency) will enter projects into the TIP, request a transfer of funds from FHWA to FTA, and include the projects into an FTA grant for submittal in spring 2013. Following FTA approval of the grant, the CMA or appropriate agency will execute funding agreements with the implementing entity.
- Local non-transit agencies with non-transit projects (e.g., planning, bicycle, and pedestrian projects) will receive the funding directly, and will enter projects into the TIP and submit obligation/authorization requests through Caltrans to FHWA. (See Appendix 2 for federal compliance requirements.)

Timeline Summary

Program	Action	Date
JARC/STA/STP	MTC issues guidelines to counties	December 21, 2011
Prop 1B	Transit operators submit draft project lists to CMAs	February 15, 2012
Prop 1B	Allocation requests due to MTC (concurrence from the CMA is required)	April 11, 2012
Prop 1B	MTC & transit operators submit TIP amendments	End of April – Deadline TBD
Prop 1B	**Commission approval of Prop 1B projects**	**May 23, 2012**
Prop 1B	MTC submits FY11 request to Caltrans	June 1, 2012
JARC/STA/STP	Board-approved programs due to MTC from CMAs	May 15, 2012
JARC/STA/STP	MTC and transit operators submit TIP Amendments	June/July 2012 – Deadline TBD
JARC/STA/STP	**Commission approval of Program of Projects**	**June 27, 2012**
STA	Operators can file claims for FY12 and FY13	After Commission Approval
JARC	MTC and transit operators submit FTA grants with FY11 and FY12 JARC projects	November/December 2012 (following TIP approval)
JARC	FY11 and FY12 JARC-funded project sponsors enter into funding agreements	January/February 2013 (following FTA grant approval)
JARC/STP	MTC confirms availability of FY13 funds; MTC and transit operators submit TIP Amendments for FY13 projects	Winter/Spring 2013 (est.)
JARC/STP	MTC and transit operators submit FTA grant or FHWA obligation request with FY13 projects	Spring/Summer 2013 (following TIP approval)
JARC/STP	FY13 project sponsors enter into funding agreements (if applicable)	Summer/Fall 2013 (following FTA grant approval)
STP	Deadline for STP funds to be obligated or transferred to FTA	April 30, 2014

Table A – Lifeline Transportation Program
Third Cycle Funding
FY2010-11 through FY2012-13

Fund Source	FY2011 Actual	FY2012 Estimate	FY2013 Estimate	Total
STA[1]	(Programmed in Cycle 2)	$ 11,673,561	$ 11,907,032	$ 23,580,593
Prop 1B[2]	$ 46,519,967	-	-	$ 46,519,967
JARC[3,5]	$ 2,562,648	$ 2,786,790	$ 2,786,790	$ 8,136,228
STP[4]	$ -	$ -	$ 8,971,587	$ 8,971,587
Total	**$ 49,082,615**	**$ 14,460,351**	**$ 23,665,409**	**$ 87,208,375**

Notes:

(1) FY2011 STA Funds were programmed in Cycle 2. The FY2011-12 STA Estimates reflect the $413.2 million in the FY2011-12 State Budget. The FY2012-13 STA estimates assume 2% growth.

(2) FY2011 Prop 1B appropriations represent three years of funding.

(3) Consistent with federal JARC guidance, MTC may set aside five percent of the region's FY11, FY12 and FY13 apportionment to fund administration, planning and technical assistance. Amounts shown here are prior to any MTC set-aside.

(4) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants). Note that MTC may apply Congestion Mitigation and Air Quality Improvement (CMAQ) funds instead of STP to CMAQ-eligible projects, and references to "STP" should be considered as "STP or CMAQ."

(5) FY2012 & FY2013 JARC amounts were revised in March 2012 to reflect actual partial-year FY2012 apportionments.

Table B – Estimated Funding Target by Fund Source per County

County & Share of Regional Low Income Population		FY2011		FY2012		FY2013			Total
		STA[1]	JARC[2]	STA	JARC[2,4]	STA	JARC[2,4]	STP[3]	
Alameda	23.7%		685,806	2,653,456	745,790	2,708,899	745,790	2,130,539	9,670,280
Contra Costa	13.4%		387,331	1,498,625	421,209	1,529,939	421,209	1,203,291	5,461,604
Marin	2.6%		75,235	291,094	81,816	297,176	81,816	233,728	1,060,866
Napa	2.2%		-	245,095	-	250,216	-	196,794	692,105
San Francisco	13.1%		378,258	1,463,520	411,342	1,494,100	411,342	1,175,104	5,333,667
San Mateo	7.6%		218,838	846,709	237,979	864,401	237,979	679,848	3,085,754
Santa Clara	23.7%		561,175	2,650,265	610,257	2,705,643	610,257	2,127,977	9,265,574
Solano	5.8%		-	649,332	-	662,900	-	521,368	1,833,601
Sonoma	7.8%		127,873	875,465	139,057	893,757	139,057	702,937	2,878,146
MTC - Means-Based Discount Project			-	500,000	-	500,000	-	-	1,000,000
MTC - Admin, Planning, Technical Assistance[2]			128,132	-	139,340	-	139,340	-	406,811
Total	**100.0%**		**2,562,648**	**11,673,561**	**2,786,790**	**11,907,032**	**2,786,790**	**8,971,587**	**40,688,407**

(1) FY2011 STA Funds were programmed in Cycle 2

(2) Consistent with federal JARC guidance, MTC will set aside five percent of the region's FY11, FY12 and FY13 apportionment to fund administration, planning and technical assistance

(3) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants). Note that MTC may apply Congestion Mitigation and Air Quality Improvement (CMAQ) funds instead of STP to CMAQ-eligible projects, and references to "STP" should be considered as "STP or CMAQ."

(4) FY2012 & FY2013 JARC amounts were revised in March 2012 to reflect actual partial-year FY2012 apportionments.

Table C – Estimated Funding Target for Proposition 1B Transit Funds per Transit Operator and County

Transit Operator & Hybrid Formula (Share of Regional Low Income Ridership & Share of Regional Low Income Population)[2]		Prop 1B[1]			Total
		FY2011	FY2012	FY2013	
AC Transit	18.1%	8,403,487	-	-	8,403,487
BART	17.6%	8,173,010	-	-	8,173,010
County Connection (CCCTA)	1.0%	484,534	-	-	484,534
Golden Gate Transit/Marin Transit	3.2%	1,477,729	-	-	1,477,729
Wheels (LAVTA)	0.5%	240,910	-	-	240,910
Muni (SFMTA)	25.2%	11,723,430	-	-	11,723,430
SamTrans	4.9%	2,272,697	-	-	2,272,697
Tri Delta Transit (ECCTA)	0.7%	327,019	-	-	327,019
VINE (NCTPA)	1.3%	597,647	-	-	597,647
VTA	19.7%	9,186,049	-	-	9,186,049
WestCat (WCCTA)	0.3%	147,335	-	-	147,335
Solano County Operators	3.3%	1,547,328	-	-	1,547,328
Sonoma County Operators	4.2%	1,938,791	-	-	1,938,791
Total	**100.0%**	**46,519,967**	**-**	**-**	**46,519,967**

(1) FY2011 Prop 1B appropriations represent three years of funding.

(2) Only transit operators who have previously received Proposition 1B Lifeline funds are included in the formula distribution

Appendix 1
Lifeline Transportation Program Third Cycle Funding

Funding Source Information

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access and Reverse Commute (JARC)	Surface Transportation Program (STP)
Purpose of Fund Source	To improve existing public transportation services and encourage regional transportation coordination	To help advance the State's goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	To improve access to transportation services to employment and related activities for welfare recipients and eligible low-income individuals	To fund highway improvements, including projects on eligible public roads, transit capital projects, and intracity/ intercity bus terminals and facilities.
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/TDA2007Work.pdf	www.mtc.ca.gov/funding/infrastructure/PTMISEA_12-05-07.PDF	www.fta.dot.gov/documents/FTA_C_9050.1_JARC.pdf	http://www.fhwa.dot.gov/programadmin/113005.cfm
Use of Funds	For public transportation purposes including community transit services	For public transportation purposes	For transportation services that meet the transportation needs of low-income persons	For public transportation purposes
Eligible Recipients	▪ Transit operators ▪ Cities and Counties if eligible to claim TDA ▪ MTC for regional coordination ▪ Other entities, under an agreement with an eligible recipient	Transit operators or local agencies that are eligible to receive STA funds, as listed by State Controller's Office	▪ Operators of public transportation services, including private operators of public transportation services ▪ Private non-profit organizations ▪ State or local governmental authority	▪ Operators of public transportation services. ▪ State or local governmental authority
Eligible Projects	Transit Capital and Operations, including: ▪ New, continued or expanded fixed-route service ▪ Purchase of vehicles ▪ Shuttle service if available for use by the general public ▪ Purchase of technology (i.e. GPS, other ITS applications) ▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc. ▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities.	Transit Capital (including a minimum operable segment of a project) for: ▪ Rehab, safety, or modernization improvements ▪ Capital service enhancements or expansions ▪ New capital projects ▪ Bus rapid transit improvements ▪ Rolling stock procurement, rehab, or replacements Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.	Capital and Operating projects including: ▪ Services (e.g. late-night & weekend, shuttles) ▪ Ridesharing and carpooling ▪ Transit-related aspects of bicycling ▪ Local car loan programs ▪ Marketing ▪ Certain pedestrian and bicycle projects ▪ Administration and expenses for voucher programs ▪ ITS, AVL, etc. for improving scheduling and dispatch ▪ Mobility management Projects must be derived from the regionally-adopted Coordinated Public Transit-Human Services Transportation Plan.	Capital and Planning projects including: ▪ Public transit capital improvements ▪ Rehab, safety, or modernization improvements ▪ Pedestrian and bicycle facilities ▪ Transportation planning activities ▪ Community-Based Transportation Plan updates ▪ Consolidated transportation services planning

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access and Reverse Commute (JARC)	Surface Transportation Program (STP)
Lifeline Program Local Match	20%	20%	▪ 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for **both** JARC and STA) ▪ 50% for auto projects ▪ 20% for capital projects	20%
Estimated timing for availability of funds to project sponsor	▪ Transit operators and eligible cities and counties can initiate claims for FY12 and FY13 funds immediately following MTC approval of program of projects for current fiscal year funds. ▪ For "other entities", the eligible recipient acting as fiscal agent will initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement.	Project sponsors must submit a Proposition 1B application to MTC for submittal to Caltrans by April 11, 2012. Disbursement timing depends on bond sales.	For FY11 and FY12 funds, following MTC approval of the program of projects, there will be a 3-6 month process of entering projects in the TIP, applying for the FTA grant, FTA review and award. Following FTA award, there will be an additional 3 month process of entering into funding agreements with the non-FTA recipient project sponsors. Funds will be available on a reimbursement basis after execution of agreements. For FY13 funds, the 6-9 month process of entering projects in the TIP, applying for the FTA grant, and entering into funding agreements will start as soon as the funds are appropriated and secured (approximately Spring 2013).	**For transit projects:** After approval by the Commission, the sponsor will enter projects in the TIP, apply to FHWA for a funds transfer to FTA, apply for the FTA grant, FTA review and award. Following FTA award, there will be an additional process of entering into funding agreements with the non-FTA recipient project sponsors. Funds will be available on a reimbursement basis after execution of agreements. **For local agencies with non-transit projects (e.g., bicycle and pedestrian facilities):** After project approval by the MTC Commission, the sponsor will enter projects in the TIP, followed by submitting the obligation requests to FHWA. Project sponsors cannot spend STP funds until after they receive FHWA authorization.
Accountability & Reporting Requirements	▪ Transit operators and eligible cities and counties must submit annual performance (i.e., ridership) statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim. ▪ Depending on the arrangement with the pass-through agency, "other entities" will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to Lifeline Program Administrators for review.	Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website. Project sponsor will not be required to submit progress reports to the Lifeline Program Administrator unless the LPA believes that county-level project monitoring would be beneficial.	Non-FTA recipient sponsors will submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to MTC for reimbursement. Non-FTA recipient sponsors will also submit FTA Certifications and Assurances and Title VI reports annually to MTC, and are subject to Title VI monitoring. FTA recipients are responsible for following all applicable federal requirements for preparing and maintaining their JARC grants. All project sponsors will submit annual JARC reporting information to MTC.	Non-FTA recipient sponsors will submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to MTC for reimbursement. Non-FTA recipient sponsors will also submit FTA Certifications and Assurances and Title VI reports annually to MTC, and are subject to Title VI monitoring. FTA recipients are responsible for following all applicable federal requirements for preparing and maintaining their STP grants. All project sponsors will submit annual STP reporting information to MTC.

Note: Information on this chart is accurate as of December 2011. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

Appendix 2
Lifeline Transportation Program Third Cycle Funding

Compliance with Federal Requirements for Job Access and Reverse Commute (JARC) and Surface Transportation Program (STP) Funds

Applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5316, FTA Circulars C 9050.1 and 4702.1A, the most current FTA Master Agreement MA(13), and the most current Certifications and Assurances for FTA Assistance Programs.

MTC includes language regarding these federal requirements in its funding agreements with subrecipients and requires each subrecipient to execute a certification of compliance with the relevant federal requirements. Subrecipient certifications are required of the subrecipient prior to the execution of a funding agreement by MTC and annually thereafter when FTA publishes the annual list of certifications and assurances.

Direct recipients are responsible for adhering to FTA requirements through their agreements and grants with FTA directly.

Title VI of the Civil Rights Act

In connection with MTC's Title VI monitoring obligations, as outlined in FTA Circular 4702.1A (Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients), applicants will be required to provide the following information in the grant application:

a. The organization's policy regarding Civil Rights (based on Title VI of the Civil Rights Act) and for ensuring that benefits of the project are distributed equitably among low-income and minority population groups in the project's service area.
b. Information on whether the project will provide assistance to predominately minority and low-income populations. (Projects are classified as providing service to predominately minority and low-income populations if the proportion of minority and low-income people in the project's service area exceeds the regional average minority and low-income population.)

In order to document that federal funds are passed through without regard to race, color or national origin, and to document that minority populations are not being denied the benefits of or excluded from participation in the Lifeline Transportation Program, MTC will keep a record of applications submitted for Lifeline funding. MTC's records will identify those applicants that would use grant program funds to provide assistance to predominately minority and low-income populations and indicate whether those applicants were accepted or rejected for funding.

MTC requires that all JARC and STP subrecipients submit all appropriate FTA certifications and assurances to MTC prior to funding agreement execution and annually thereafter when FTA publishes the annual list of certifications and assurances. MTC will not execute any funding agreements prior to having received these items from the selected subrecipients. MTC, within its administration, planning, and technical assistance capacity, also will comply with all appropriate certifications and assurances for FTA assistance programs and will submit this information to the FTA as required.

The certifications and assurances pertaining to civil rights include:

1. Nondiscrimination Assurances in Accordance with the Civil Rights Act
2. Documentation Pertaining to Civil Rights Lawsuits and Complaints

Nondiscrimination assurances included above involve the prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibit discrimination in employment or business opportunity, as specified by 49 U.S.C. 5332 (otherwise known as Title VI of the Civil Rights Act of 1964O, as amended (42 U.S.C. 2000d et seq.) and U.S. DOT regulations, *Nondiscrimination in Federally-Assisted Programs of the*

Department of Transportation-Effectuation of Title VI of the Civil Rights Act, 49 C.F.R. Part 21. By complying with the Civil Rights Act, no person, on the basis of race, color, national origin, creed, sex, or age, will be excluded from participation in, be denied the benefits of any program for which the subrecipient receives federal funding via MTC.

As a condition of receiving JARC and STP funds, subrecipients must comply with the requirements of the US Department of Transportation's Title VI regulations. The purpose of Title VI is to ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Subrecipients are also responsible for ensuring compliance of each third party contractor at any tier of the project.

Subrecipients must develop procedures for investigating and tracking Title Vi complaints filed against them and make their procedures for filing a complaint available to members of the public upon request. In order to reduce the administrative burden associated with this requirement, subrecipients may adopt the Title VI complaint investigation and tracking procedures developed by MTC.

Subrecipients must prepare and maintain a list of any active investigations conducted by entities other than FTA, lawsuits, or complaints naming the subrecipient that allege discrimination on the basis of race, color, or national origin. This list shall include the date, summary of allegations, current status, and actions taken by the subrecipient in response to the investigation, lawsuit, or complaint.

Subrecipients must provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded to them by Title VI. Subrecipients that provide transit service shall disseminate this information to the public through measures that can include but shall not be limited to a posting on the agency's Web site.

All successful subrecipients must submit compliance reports to MTC. The following contents will be required with the submission of the standard agreement and annually thereafter with the submission of the annual FTA certifications and assurances:

1. A summary of public outreach and involvement activities undertaken and a description of steps taken to ensure that minority and low-income people had meaningful access to these activities.

2. A copy of the subrecipient's plan for providing language assistance for persons with limited English proficiency (LEP) that was based on the DOT LEP Guidance or a copy of the agency's alternative framework for providing language assistance.

3. A copy of the subrecipient procedures for tracking and investigating Title VI complaints.

4. A list of any Title VI investigations, complaints, or lawsuits filed with the subrecipient. This list should include only those investigations, complaints, or lawsuits that pertain to the subrecipient submitting the report, not necessarily the larger agency or department of which the entity is a part.

5. A copy of the subrecipient's notice to the public that it complies with Title VI and instructions to the public on how to file a discrimination complaint.

The first compliance report, submitted with the standard agreement, must contain all of the contents listed above. If, prior to the deadline for subsequent compliance reports, the subrecipient has not altered items 2, 3 and 5 above (its language assistance policies, procedures for tracking and investigating a Title VI complaint, or its notice to the public that it complies with Title VI and instructions to the public on how to file a Title VI complaint), the

subrecipient should submit a statement to this effect in lieu of copies of the original documents. The annual compliance report should include an update on items 1 and 4.

Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS)
JARC and STP recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.[4] A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (http://fedgov.dnb.com/webform).

Role of Recipients/Subrecipients: JARC and STP recipients/subrecipients' responsibilities include:

- For direct recipients (transit operators who are FTA grantees), submitting a grant application to FTA and carrying out the terms of the grant;
- Meeting program requirements and grant/funding agreements requirements including, but not limited to, Title VI reporting requirements;
- Making best efforts to execute selected projects; and
- Complying with other applicable local, state, and federal requirements.

[4] A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

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APPENDIX A – 20

Regional Policies: Project Funding

Caltrans Toll Credit Use Policy

Expires – Upon Issuance of LPP

Use of Toll Credits in Lieu of Non-Federal Share Match for Local Assistance Federal-aid Highway Projects and FTA Transfers

I. BACKGROUND

Federal-aid highway projects typically require the project sponsors to provide certain amount of non-federal funds as match to the federal funds. For example, Surface Transportation Program (STP) funded projects require a minimum of 11.47% of non-federal match funds. Through the use of toll-credits, the non-federal share match requirement can be met by applying an equal amount of toll credit and therefore allow a project to be funded with up to 100% federal funds for federally participating costs.

The statutory authority for the use of toll credit was first established in Section 1044 of ISTEA that permitted the use of certain *toll* revenue expenditures as a *credit* toward the non-Federal matching share of all programs authorized by ISTEA and Title 23, thus the term "Toll Credit". Section 1111(c) of TEA-21 incorporated into 23 United States Code (USC) 120(j) toll credit provisions initially set forth in ISTEA. This provision allows the federal obligation to be increased up to 100 percent of project costs to the extent that credits are available.

The amount of credit a state can earn is determined by the amount of toll revenue used for capital expenditures to build or improve public highway facilities. Once a credit amount is appropriately established, this credit will remain available until used by the state. The state is required to track the use of toll credit on a project-by-project basis and report such use to Federal Highway Administration (FHWA) on a regular basis.

The California Department of Transportation (Caltrans) recently received a conditional approval from the FHWA for $5.7 billion of toll credit. Caltrans is starting a two-year demonstration toll credit program. Caltrans' Division of Budgets has issued a statewide "Toll Credit Use Policy". At this point, this policy limits the use of toll credit on local projects to Regional Surface Transportation Program (RSTP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Off-Federal-aid System bridge projects funded by Highway Bridge Program (HBP). Safety program projects are not included due to the fact that safety program funds have been fully programmed.

This Office Bulletin prescribes Division of Local Assistance's implementing procedures for the use of toll credit on federally funded Local Assistance projects.

II. POLICY

It needs to be noted that the use of toll credits does not generate any additional federal funding. Its use is merely to meet the non-federal match requirement of the federal participating cost. As such, when toll credit is used in lieu of the non-federal share cash match, it will help those projects that would otherwise be delayed for the lack of matching funds. The amount of toll credit a state can use each year is limited by the amount of annual Federal Obligation Authority (OA). It is also important to point out that one of the conditions for FHWA's approval of toll credit is that its use does not reduce the state's non-federal transportation capital expenditures. To meet this requirement, California must demonstrate continued efforts to maintain its non-federal transportation expenditure. While this is done on

Prepared by Ray Zhang

a statewide basis, it is important that the project sponsors do not redirect local transportation funds intended for non-federal match to other purposes not related to transportation.

Toll credits can be used in any phase of a federal-aid projects, Preliminary Engineering, Right of Way, or Construction, as long as that phase of work has not been authorized. FHWA policy does not allow the retroactive use of toll credit on a phase of work that has received federal authorization. However, subsequent phases can be authorized to use toll credit.

In order to use toll credit, a project must meet the following requirements:

- The intended use of toll credit is explicitly expressed in the Request for Authorization (RFA) to proceed by marking the appropriate toll credit use area;
- Indicate the use of toll credit in the Remarks of the signed project Finance Letter;
- Be fully funded at the maximum allowable federal reimbursement rate, excluding federally non-participating costs;
- Properly programmed in the current Federal Statewide Transportation Improvement Program (FSTIP) as using toll credits;
- The project is funded with funds from one of the programs listed in Caltrans' Statewide Toll Credit Use Policy.

III. PROCEDURE

Section 120(j) of 23 USC allows the use of toll credits on federal-aid highway projects to receive up to 100% in Federal reimbursements for participating work. Consequently, the non-federal matching requirement for a project no longer has to be met with non-federal funds.

The following examples demonstrate how the use of toll credit is different than the normal federal-nonfederal match funding.

Scenario A – Traditional Project Funding with Match

For a project with a total cost of $120,000 including $20,000 of federally non-participating costs ($100,000 federally participating) using a federal reimbursement rate of 88.53%, the funding plan would normally be as indicated in the following Table 1.

Table 1 – Normal Funding

Prog Code	Total Cost	Participating Cost	Federal Funds	Non-Federal Funds	Toll Credit
L240	$120,000.00	$100,000.00	$88,530.00	$31,470.00	$0.00

The Federal Fund amount required in this scenario is 88.53% of the Participating Cost and the non-Federal Funding amount is equal to the Non-Participating amount plus the required 11.47% Non-Federal match.

Scenario B – Toll Credit Funding

When toll credit is being applied to the project, it will be used as a credit toward the non-federal share or $11,470. Since toll credits are not federal funds, federal share

must be increased to accommodate the reduction of Non-Federal funds resulting from the toll credit being used as indicated in the following Table 2.

Table 2 – Use Toll Credit

Prog Code	Total Cost	Participating Cost	Federal Funds	Non-Federal Funds	Toll Credit
L240	$120,000.00	$100,000.00	$100,000.00	$20,000.00	$11,470.00

The federal fund amount required is changed from $88,530 to $100,000, the total Participating Cost, and the non-federal funding amount is equal to the Non-Participating amount.

The various Requests for Authorization (RFA) to proceed forms have been updated to include checkboxes for the use of toll credit and are made a part of this Office Bulletin.

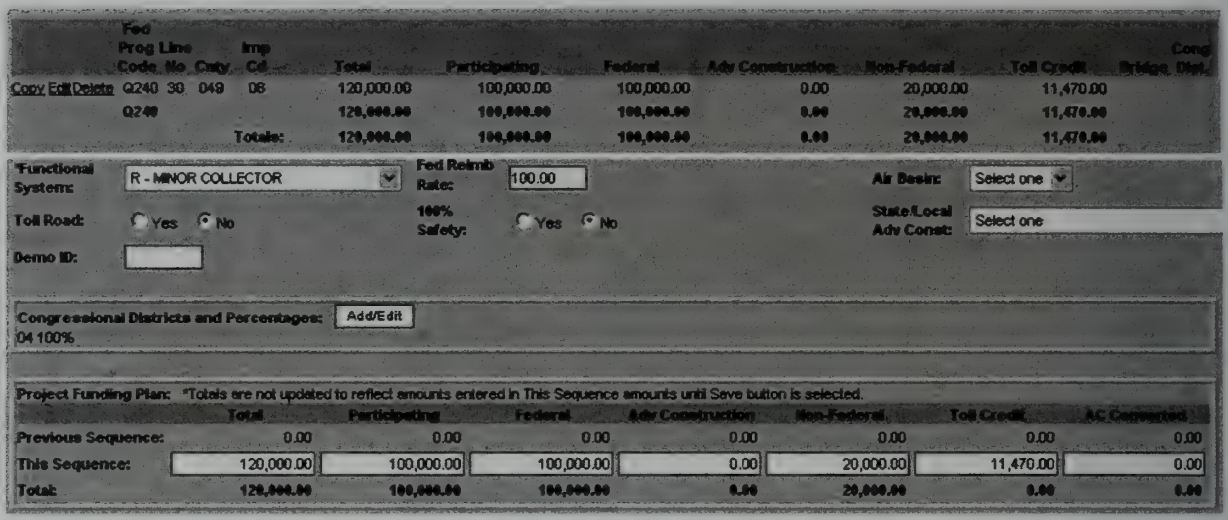
Local Agencies:

- Work with the respective Metropolitan Planning Organization (MPO) to ensure the use of toll credit is appropriate and that such use is properly programmed in the MPO's Federal Transportation Improvement Program (FTIP), and subsequently in the FSTIP;
- Submit RFA and Finance Letter indicating the use of toll credit for the project; Federal funds must equal to 100% of the total participating costs. Include a comment in the Remarks Section of the Finance letter for the use of Toll Credit;
- After receiving Authorization to Proceed and executed Program Supplemental Agreement or State signed Finance Letter, invoices for eligible costs may be billed at up to 100%.

Caltrans District Local Assistance Engineers and HQ Area Engineers:

- Perform normal review to ensure accuracy and completeness of the RFA;
- Enter RFA information into FADS;
- When the RFA and Local Agency signed Finance Letter indicate the use of Toll Credit,
    - Indicate the use of toll credit in the Remark Section of LP2000 Finance Letter.
    - Make "(TC)" to be the last four characters of the "Type of Work" Field on the Fund Sum Screen of FADS. This will allow easier identification of toll credit projects in FADS reporting.
    - Enter the amount of toll credit, calculated as 11.47% (STP, HBP, or CMAQ programs) of the total Participating Cost, into the "Toll Credit" Field on Fund Detail Screen of FADS

- Include a special remark in the State Comment Field to indicate the use of toll credit use for the project, e.g., "This project will use toll credit in-lieu of non-federal match, resulting in federal reimbursement rate of 100%."



	Fed Prog Code	Line No	Cnty	Imp Cd	Total	Participating	Federal	Adv Construction	Non-Federal	Toll Credit	Cong Bridge	Dist
Copy Edit Delete	Q240	30	049	08	120,000.00	100,000.00	100,000.00	0.00	20,000.00	11,470.00		
	Q240				120,000.00	100,000.00	100,000.00	0.00	20,000.00	11,470.00		
				Totals:	120,000.00	100,000.00	100,000.00	0.00	20,000.00	11,470.00		

Functional System: R - MINOR COLLECTOR
Fed Reimb Rate: 100.00
Air Basin: Select one
Toll Road: Yes No
100% Safety: Yes No
State/Local Adv Const: Select one
Demo ID:
Congressional Districts and Percentages: Add/Edit
04 100%

Project Funding Plan: *Totals are not updated to reflect amounts entered in This Sequence amounts until Save button is selected.

	Total	Participating	Federal	Adv Construction	Non-Federal	Toll Credit	AC Converted
Previous Sequence:	0.00	0.00	0.00	0.00	0.00	0.00	0.00
This Sequence:	120,000.00	100,000.00	100,000.00	0.00	20,000.00	11,470.00	0.00
Total:	120,000.00	100,000.00	100,000.00	0.00	20,000.00	0.00	0.00

Local Program Accounting:

Review and make payments on project invoices at the reimbursement rate of up to 100% as indicated on the State approved Finance Letter on projects using toll credit.

FTA Transfer Requests

Requests to transfer Federal-aid Highway funds to FTA will be processed similarly, except that the tracking of toll credit use will be done outside of FADS using LP2000. HQ Area Engineers need to include the toll credit amount as "other additional information" in the FHWA Transfer Request form.

IV. APPLICABILITY/IMPACTS

This will impact all Local Agency federal-aid transportation projects proposed to use toll credit.

Approved . Original Signed By . . June 28, 2010 .
Ray Zhang, Chief — Date
Office of Project Implementation South

Approved: . Original Signed By . . June 28, 2010 .
Bill Sandoval, Chief — Date
Office of Project Implementation North

ATTACHMENT: Various Requests for Authorization Forms

Prepared by: Ray Zhang

CALIFORNIA DEPARTMENT OF TRANSPORTATION
TOLL CREDIT USE POLICY

Background:
Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of ISTEA under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief programs) and for transit programs authorized by Chapter 53 of Title 49.

During Fiscal Year (FY) 1992 through FY 2006, California has collected approximately $18.2 billion in toll receipts, of which over $7.1 billion was invested to build and/or improve public highway facilities. Based on federal statutes, the State applied for approximately $5.7 billion in toll credits from investments during this time period. Now approved, these toll credits do not lapse until used by the state.

These guidelines apply to the $5.7 billion which was approved by the FHWA for the State of California[1] until the end of FY 2011-2012. This two year period represents the demonstration period, permanent program policy to be in place for the FY 2012 and beyond.

Guiding Principles for use of Toll Credits:

- Compliance with state and federal statutes,
- Maximize the use of federal funds,
- Toll credits should not result in the redirection of non-federal funds away from transportation.

Constraints/requirements:

- Use of toll credits does not generate additional federal funding and is limited to the non-federal match required for Apportionments and Obligational Authority (OA) available in any given year.
- All projects proposed to use toll-credits should be fully funded at the maximum allowable federal reimbursement rate.
- Use of toll credits will require amendments to current programming documents.
- FTIPs still need to be financially constrained.
- Toll credits may not be applied to projects funded with FHWA Emergency Relief funds or Appalachian Development Highway System (ADHS).
- The State must establish a special account to track toll credits.
- Processes for the tracking of toll credit usage must be established.

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[1] On June 1, 2005, the Department received approval from FHWA for $104.026 million in toll credits from private entity expenditures on State Route 91. Until the policy for toll credit use in 2012-13 is developed, this $104.026 million will be kept separate for use within Orange County.

Distribution Process:

1. Toll credits will be made available statewide to the RTPAs for federal match to any eligible federal program, to the Highway Bridge Program Projects for off federal-aid system projects and to the Department to match federal funds used for STIP and SHOPP. Toll credits will not be used for any programmed project in the local safety programs.
    a. RTPAs will provide the Department with an estimate of the total need for toll credits for the FTIP period by programming year.
    b. In order for the State to implement the usage of toll credits statewide, the RTPA must submit to the Department on or before October 1 of each federal fiscal year, a list of programmed FTIP projects that are planned to use the credits for the upcoming federal fiscal year (starting October 1).
2. Prior to the end of the two-year demonstration period the policy will be re-evaluated and if necessary changes will be made to the methodology and process for the disbursement of toll credits to take effect in FY 2012-2013.

Monitoring and Reporting of Toll Credit Usage and Balance

In accordance to the FHWA February 8, 2007 Memorandum on Tolling and Pricing Program, Caltrans will establish and maintain a special account to track the use and balance of toll credits for FHWA funded projects.

Prior to using toll credits for projects funded through the FTA, RTPAs and local agencies shall develop and maintain a special account to track the use and balance of toll credits, acceptable to FTA and FHWA. The obligations of funds through FTA constitute final use of toll credits as FTA funds are not de-obligated but are amended through the FTA.

APPENDIX A – 21

Regional Policies: Project Funding

MTC Toll Credit Policy
MTC Resolution No. 4008

Date: April 27, 2011
W.I.: 1512
Referred by: PAC
Revised: 09/26/12-C

ABSTRACT

Resolution No. 4008, Revised

This resolution establishes the regional policy for managing the use of Toll Credits, also known as Transportation Development Credits, within the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Regional Toll Credit Policy

Attachment A to the resolution was revised on September 26, 2012 to add a fourth principle for the use of toll credits for flexibility in managing programs of regional significance.

Additional discussion of this action is contained in the MTC Programming and Allocations Committee Summary dated April 13, 2011 and September 12, 2012.

Date: April 27, 2011
W.I.: 1512
Referred by: PAC

Re: Regional Toll Credit Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4008

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency (RTPA) for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region (the region); and

WHEREAS, MTC, as the designated RTPA and MPO for the region, is responsible for programming and managing certain federal and state funding provided to the San Francisco Bay Area for transportation purposes; and

WHEREAS, Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of the Intermodal Surface Transportation Efficiency Act (ISTEA) under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of certain programs authorized by Title 23 (referred to as Toll Credits) and for transit programs authorized by Chapter 53 of Title 49 (referred to as Transportation Development Credits); and

WHEREAS, the Federal Highway Administration (FHWA) has granted approval to Caltrans to use Toll Credits; and

WHEREAS, the California Department of Transportation (Caltrans) has developed a policy on the use of Toll Credits, including the monitoring and reporting of toll credit usage; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, establishes the policy principles for the region's use of Toll Credits, now therefore be it

RESOLVED, that MTC approves the regional Toll Credit policy for the San Francisco Bay Area as set forth in Attachment 'A' to this resolution; and be it further

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on April 27, 2011

Regional Toll Credit Policy

Background

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of the Intermodal Surface Transportation Efficiency Act (ISTEA) under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of certain programs authorized by Title 23 (referred to as toll credits) and for transit programs authorized by Chapter 53 of Title 49 (referred to as transportation development Credits).

Toll credits do not provide additional revenues, but rather allow the use of federal funds at a reimbursement rate of 100% without a required non-federal match.

The Federal Highway Administration (FHWA) approved approximately $4.2 billion in toll credits for use in California.

Toll credits are managed by Caltrans at the state level.

Current State Toll Credit Policy

Caltrans has established a toll credit policy for federal transportation funds managed by the state. The use of toll credits for STP/CMAQ and FTA Formula FG funds is at the discretion of the RTPA/designated recipient.

Regional Principles

The use of toll credits should be focused toward the objectives below:

- **Maximize Efficient Use of Federal Funds:** Apply toll credits on large federalized projects to substitute for non-federal funding otherwise used as local match (e.g. County sales tax funds). This would allow the local funds to be used on other transportation projects and would focus federal funds on fewer, larger projects, while redirecting more flexible funding to other transportation projects that may have difficulty proceeding through the federal-aid process.

- **Facilitate Funding Exchanges:** Consider the use of toll credits if needed to facilitate the exchange of non-federal funds. Using toll credits maximizes the local dollars available for exchanges thereby expanding the 'pool' of non-federal funds with which to implement a broader range of regional transportation strategies, consistent with MTC's existing exchange program.

- **Target Federal Funds to Specific Phase(s):** For some projects it is often advantageous to use non-federal funds for specific phases, such as preliminary engineering, and use federal funds for other phases such as construction. However, it is difficult to obtain federal approval to consider local funding spent on earlier phases as match to federal funds in later phases. Sponsors tend to over-match smaller projects as a result. It is proposed that toll credits may be used on a case-by-case basis for a specific phase, where non-federal funds have been expended in excess of the required non-federal match in the earlier phases. The overall project would still have non-federal funding exceeding the required match for the entire project, while facilitating project delivery by targeting federal funds to a specific phase.

- Flexibility for Programs of Regional Significance: Allow toll credits for programs of regional significance including planning and outreach activities, allowing greater flexibility in managing on-going regional programs and planning efforts.

Implementation

The Toll Credit policy is to be implemented by MTC through the policies and procedures developed for the specific federal program managed by MTC.

This policy only applies to federal funds managed by MTC (including FTA 5307, FTA 5309 FG, STP and CMAQ).

Monitoring

Toll credits are to be entered into MTC's Fund Management System (FMS) for tracking and reporting purposes.

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APPENDIX A – 22

Regional Policies: Project Funding

Policies and Procedures for the Regional Traffic Relief Plan of Regional Measure 2 (RM2)

MTC Resolution No. 3636

Date: June 23, 2004
W.I.: 1255
Referred by: PAC
Revised: 11/17/04-C 09/21/05-C
03/28/07-C 05/28/08-C
04/22/09-C 04/28/10-C

ABSTRACT

Resolution No. 3636, Revised

This resolution adopts the policies and procedures for the Regional Traffic Relief Plan of Regional Measure 2 (RM2), included in Attachment A, *Regional Measure 2 Regional Traffic Relief Plan Policies and Procedures* (with attachments).

This Resolution was revised on November 17, 2004 to add the performance measures for transit operating projects and to make technical changes to the Regional Measure 2 Policies and Procedures.

This Resolution was revised on September 21, 2005 to modify the eligible costs for project sponsors and implementing agencies, clarify transit vehicle purchase requirements, modify progress reporting requirements and frequency, and make minor technical changes.

This Resolution was revised on May 28, 2007 to make clarifications to the invoicing procedures, modify timely use of funds requirements, add project close out procedures, and make minor technical changes.

This Resolution was revised on May 28, 2008 to make changes to the invoicing and reimbursements section and the allocation budget plan section of the IPR format, and make minor technical changes.

This Resolution was revised on April 22, 2009 to make technical changes to reflect the present conditions of the program and make changes to the invoicing and reimbursements section.

This Resolution was revised on April 28, 2010 to make technical changes to reflect the present conditions of the program and incorporate the recent changes in invoicing processes.

Additional discussion of this Resolution is available in the Executive Director's memoranda to the Programming and Allocations Committee dated June 9, 2004 and November 10, 2004, and the Summary Sheet dated September 14, 2005, May 14, 2008, April 8, 2009 and April 14, 2010.

Date: June 23, 2004
W.I.: 1255
Referred By: PAC

RE: Policy and Procedures for Implementation of the Regional Traffic Relief Plan of Regional Measure 2 (RM 2)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3636

WHEREAS, pursuant to Government Code Section 66500 *et seq.*, the Metropolitan Transportation Commission ("MTC") is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA"), which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, which increased the toll for all vehicles on the nine State-owned toll bridges in the San Francisco Bay Area by $1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 ("RM 2"); and

WHEREAS, RM 2 establishes the Regional Traffic Relief Plan and identifies specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Sections 30914(c) & (d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

WHEREAS, RM 2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, MTC has developed policies and procedures for the implementation of the Regional Traffic Relief Plan as set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set out in full; now, therefore be it

RESOLVED, that MTC hereby adopts the attached policy and procedure for the implementation of the Regional Measure 2 Regional Traffic Relief Plan as set forth in Attachment A; and, be it further

RESOLVED, that the Executive Director is hereby delegated the ability to make non-substantive changes to Attachment A as he deems appropriate to implement the Regional Traffic Relief Plan.

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on June 23, 2004

Date: June 23, 2004
W.I.: 1255
Referred by: PAC
Revised: 11/17/04-C 09/21/05-C
03/28/07-C 05/28/08-C
04/22/09-C 04/28/10-C

Regional Measure 2
Regional Traffic Relief Plan
Policies and Procedures

Amended April 28, 2010

MTC Resolution No. 3636
Attachment A

Metropolitan Transportation Commission

Programming and Allocations Section
http://www.mtc.ca.gov

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SECTION 1 – GENERAL PROVISIONS

BACKGROUND

On March 2, 2004, voters passed Regional Measure 2 (RM2), raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area, by $1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004). Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Sections 30914(c) & (d) of the California Streets and Highways Code.

The following serve as the general provisions in the management of RM2 funding.

Note: Some of the projects identified in the Regional Traffic Relief Plan (RM2 projects), include complementary bridge toll funds (specifically RM1, AB1171) to complete their project funding plan. The administration of the bridge toll funds in these cases will also be governed by this resolution, unless otherwise stated in the allocating resolution.

FUND MANAGEMENT

The collection of toll revenue is estimated to equal $113 million annually. Costs to administer the program are an annual drawdown on the revenue and an annual limit of up to 38 percent, for the RM2 operation projects. Available revenue for capital allocations will vary annually and capital allocations will be approved with respect to the fund management of the overall program. Final allocation decisions will be subject to the availability of funds. Finally, first year costs (FY 2004-05) include the required reimbursements to counties for the costs of administering the RM2 ballot measure as part of the March 2nd 2004 general election, as well as the 4-month discount from July 2004 through October 2004 to encourage more users to sign up for FasTrak®, the Bay Area's electronic toll collection system.

Program Financing Costs

It is the intent of the Commission to implement those projects and programs outlined in Streets and Highways Code Section 30914 (c) and (d), to the funding amounts designated. The cost of bonding and financing associated with RM2, including interest payments shall be considered a program cost and shall be identified in the annual RM2 Budget as the first priority repayment. The financing costs are not expected to reduce the overall funding level available to projects and programs.

Funding Exchanges

Generally, the exchange of RM2 funding with other types of funding from projects not identified in RM2 shall not be allowed, nor shall projects be substituted.

Matching Funds

A local match is not required for RM2 funds. Complementary funds (non-RM2 funds), for the project phase where RM2 funds are being requested and identified in the financial plan must be available at the time of allocation. Regional Measure 2 funds can be used as the match for federal fund sources requiring a non-federal match.

PUBLIC INVOLVEMENT PROCESS

The capital improvement projects and operating assistance for transit services identified for funding in RM2 are established by state legislation (Senate Bill 916, Chapter 715, Statutes of 2004) approved by the voters on March 2, 2004. In accordance with the legislation as approved by the voters, the Bay Area Toll Authority (BATA) is the financial manager for RM2 funds, whose responsibilities include the preparation of financial plans, the issuance of debt financing, and the disbursal of funds to project sponsors. The Metropolitan Transportation Commission (MTC) is the program and project coordinator, whose responsibilities include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery. In some cases, MTC also serves as the project sponsor, for the regional Transit Connectivity Study, as well as certain regional customer service projects, such as the Transit Commuter Benefits promotion, the Real Time Transit information program, and implementation of TransLink®.

Generally, in conducting its review and approval responsibilities stipulated under RM2, MTC will adhere to its public participation policies as outlined in MTC Resolution No. 3821 MTC's Policy and Procedures on Public Involvement.

Specific statutory provisions require further that as part of its assessment of the status of programs and projects under RM2, MTC may make a finding that a program or project cannot be completed or cannot continue due to financing or delivery obstacles making the continuation of the program or project unrealistic, or that a project may be funded using non-RM2 funds. MTC may then determine that the funding will be reassigned. Under these circumstances, the Commission shall hold a public hearing on the project after consultation with the program or project sponsor. The process outlined in MTC's Policy and Procedures on Public Involvement for notification of actions at BATA, Commission, and committee meetings will be adhered to. After the hearing, the Commission may vote to modify the program or the project's scope, decrease its level of funding, or reassign all of the funds to another or an additional regional program or project in the same corridor.

COMPLIANCE WITH OTHER REQUIREMENTS

It is the responsibility of project sponsors to ensure their agency's compliance with all applicable local, state, and federal requirements.

INDEMNIFICATION OF MTC

The sponsor shall indemnify and hold harmless MTC, its Commissioners, officers, agents, and employees from any and all claims, demands, suits, loss, damages, injury, and/or liability, direct or indirect, incurred by reason of any act or omission of sponsor, its officers, agents, employees, and subcontractors, under or in connection with the RM2 program. Sponsor agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, its Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments.

SECTION 2 – CAPITAL PROGRAM GUIDANCE

BACKGROUND

Projects eligible to receive funding from the Capital Program of the Regional Measure 2 (RM2) Regional Traffic Relief Plan are those projects identified to receive funding under Section 30914(c) of the California Streets and Highways Code (S&HC). Sponsors are required to submit an initial report to establish the baseline project data. These reports are the backbone of the allocation and funding agreements for the capital projects. The capital program is managed in a manner where allocations are approved based upon project sponsor need and readiness and the availability of funding in the bridge toll program. MTC's goal is to carry out the intent of the legislation and ensure that projects are delivered within the investments of the toll payers.

CAPITAL PROJECT DEFINITION

Initial Project Report (IPR)

Project sponsors with projects identified to receive funding under Section 30914(c) of the S&HC are required to submit an Initial Project Report (IPR) to MTC before July 1, 2004. An updated report must be submitted as needed or as requested by MTC; at a minimum, sponsors must submit an updated IPR with any funding allocation request. The Commission will consider approval of the report, or updated report, in conjunction with the allocation of funds.

This report shall include all information required to describe the project in detail, including identification of lead sponsor, the status of any environmental documents relevant to the project, additional funds required to fully fund the project, the amount, if any, of funds expended to date, a summary of any impediments to the completion of the project and a detailed financial plan. Specific information on the Initial Project Report format is included in Appendix A.

Useable Segment/ Deliverable Product

RM2 funds for capital projects will be allocated with the specific intent of achieving a product. Deliverable products shall be considered as:

- A completed planning or transit study/ environmental decision/ project approval documentation when allocating to the environmental phase;
- The final design package including contract documents when allocating to the final design phase;
- Title to property/ easements/ rights of entry / possession or utility relocation when allocating to the right of way phase;
- A completely constructed improvement (or vehicle acquisition/ rehabilitation) available for public usage when allocating to the construction phase.

The expenditure of RM2 funds for any phase of the project should lead to making available to the public a useable or operable segment in accordance with the legislative intent. Any additional funds required to fully fund the project must be identified in the uncommitted funding plan of the Initial Project Report (IPR). If the RM2 revenues are funding only a phase or segment of a larger project, it must be demonstrated that the RM2 deliverable phase or segment is fully funded with committed funds.

Project Phases

Project costs and revenue must be separated into the following project phases:

1. Planning Activities, Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)
2. Final Design - Plans, Specifications and Estimates (PS&E)
3. Right-of-Way Activities /Acquisition / Utility Relocation (R/W)
4. Construction / Rolling Stock Acquisition / Operating Service (CON)

(Planning studies should be categorized under the environmental phase. Vehicle acquisition or equipment purchase should be categorized under the construction phase.)

The project sponsor must display the project in these four components in the Initial Project Report and expenditure (cash flow) plans. If the project sponsors intend to use alternate delivery methods, such as but not limited to: design/build/operate/maintain, the preparation of the Request for Proposal is considered Final Design phase. The Alternate Delivery package is considered the Construction phase.

ALLOCATION AND FUNDING AGREEMENT PROCESS

The allocation process for RM2 capital projects shall also serve as the process for executing funding agreements, in most cases in lieu of a separate funding agreement for each capital project. These agreements are fully executed through a process of project sponsor governing board certification followed by Commission allocation action. Notwithstanding, under S&HC 30914(e), MTC has the option of entering into a memorandum of understanding between itself and a capital project sponsor addressing specific requirements to be met prior to or after the allocation of funds.

An IPR for capital projects, as outlined in S&HC 30914(e) and detailed in Appendix A and B, shall be prepared and adopted by the appropriate governing board* prior to MTC approval of the IPR and allocation of funds. The sponsor is expected to certify, through an action of its governing board, that certain conditions (general and project specific) are acknowledged and will be adhered to and compliance with the RM2 Policies and Procedures. Along with the certification of conditions from the project sponsor governing board and the IPR, the sponsor will need to provide evidence that the other fund sources contributing toward that project phase are committed. It is recommended that the sponsors submit the allocation request to MTC staff for review sixty days prior to the action by their governing board.

Upon completion of the lead sponsor governing board certification, the Commission will consider the allocation of RM2 funds. An allocation request is considered complete and ready for Commission consideration when all of the component elements to the request are submitted and approved by MTC staff. The Commission's resolution approving the allocation of RM2 funds, based on staff's review of the IPR and corresponding allocation package, will serve as an agreement between MTC and the implementing agency and may include project specific conditions. Where the Commission approves an amount less than the sponsor requested, the Commission allocation amount prevails. Reimbursement of funds is subject to meeting the conditions as stipulated in the MTC allocating resolution. *Approval and adoption of the IPR and corresponding allocation package by a sponsoring agency staff is acceptable if their board has approved a resolution authorizing and directing staff to execute documents and take actions necessary to meet MTC requirements. A copy of such a resolution must be provided to MTC prior to Commission action.

Allocation Principles
For the capital program, allocations will be considered as requested and final allocation decisions will be subject to the availability of funds in the overall RM2 program (capital and operating elements). The Commission will carefully consider each allocation and apply the following principles in its allocation decisions:

1. **Replacement Fund Source Not Allowed.** RM2 funds will not be utilized as a replacement fund source on capital projects for any funds that have been programmed or allocated previously to the project, for the phase requested by the project sponsor, if such replacement results in a shortfall for the overall project or places prior programming commitments in jeopardy.

2. **Required Evidence of a Fully Funded Project Phase.** The Commission will allocate funds for capital projects only if it finds that the project phase is fully funded, either entirely with RM2 funds or with a combination of RM2 funds and other allocated funds. To receive an allocation of RM2 funds for a jointly funded phase, the other contributing funds must be approved, authorized, assigned and allocated to that phase of work by the authorizing authority. At the request of the project sponsor, the Commission may, on an exception basis, consider allocations of RM2 funding conditioned on the allocation of other funds for that phase. In granting conditional allocations, the Commission will consider the nature and timing of other funding commitments to the requested and future phases of work.

3. **Phase at a Time Allocations.** Allocations will only be made to projects one phase at a time: environmental/project approval, final design, right of way, and construction. Exceptions will be considered on a case-by-case basis; however, the Commission will strive to minimize funding risks in making allocation exceptions. Also, requests to modify task budgets within approved allocation levels must be approved in writing, in advance by MTC staff. However, multiple phases may proceed at the same time.

4. **Environmental Clearance.** RM2 funds will not be utilized for any capital expenditure, either for right of way or construction, until the project has been environmentally cleared and approved by the project sponsor. Pursuant to California Environmental Quality Act Public Resources Code §21000, et seq., all applicants are required to submit a valid environmental document that has been certified by the County Clerk for each project. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. Applicants are urged to refer to the statutory and regulatory sections cited when preparing any environmental assessment under CEQA or NEPA. Applicants should consult their environmental officer for guidance in completion of this requirement. If a project is federally funded or is anticipated to be federally funded, project sponsors must submit approved National Environmental Protection Act documents.

5. **Conditions of Right of Way Allocations.** RM2 funds will be allocated for right of way capital and support only after the project has identified and committed construction capital funds. The Commission will consider exceptions whereupon investment in right of way can be recovered if the project does not go forward. If the Commission approves an allocation of RM2 funds for advance acquisition of right of way meeting the

conditions as outlined above, the project sponsor shall provide that the land is held in escrow until project approval occurs for the transportation improvement. Advance acquisitions made prior to completion of environmental and location processes are not to influence environmental assessment of the project. Note that there are federal and state laws, regulations and policies governing acquisition and relocation activities. It is not intended that the use of RM2 funds shall waive any of the laws, regulations, or policies that may apply.

6. **Deliverable Product.** RM2 funds will be allocated with the specific intent of achieving a deliverable product. The ability of the product to be completed will be taken into consideration when the Commission allocates funds to the project. Any impediments to achieving the specific product shall be brought to the attention to the Commission in the Initial Project Report and through progress reports submitted by the project sponsor. If in the opinion of the Commission, impediments are such that the required product is unachievable, the Commission may withhold allocations, rescind allocations or withhold reimbursements on previously allocated funds. The Commission reserves the right to issue a 30-day stop notice in the event it has to reevaluate the project per S&HC 30914(f).

7. **Complementary Funds Consideration.** Projects with funding from other sources may be given priority if there are pending timely use of funds requirements on the other fund sources.

8. **Complementary Funds Spend Down Rate.** Other fund sources committed to a project phase that are complementary to RM2 funds will be expected to be spent down at an approximate proportional rate to RM2 funds. Exceptions and proposals to consider alternative cash flows from other fund sources must be approved in advance, in writing by MTC staff.

9. **Transit Operating Considerations.** For transit systems, an allocation of funds for capital expenditures, either right of way or construction, may be predicated on an ability to demonstrate that the service meets operating requirements.

Allocation Request Process

Project sponsors or implementing agencies must initiate an allocation request by submitting a draft Initial Project Report and Sponsor/ Implementing Agency Resolution 60 days prior to the required Commission action. Thirty days prior to the Commission action, the project sponsor or implementing agency must submit the completed allocation application package to MTC. The allocation request consists of the following, detailed in Appendix A, and is available on the Internet (as applicable) at: http://www.mtc.ca.gov:

Intent to Request an Allocation (60 days prior to Commission action):

1. Draft Initial Project Report
2. Draft Sponsor/ Implementing Agency Resolution

Allocation Application Package (30 days prior to Commission action):

1. Sponsor/ Implementing Agency Resolution of Project Compliance
2. Opinion of Legal Counsel / MTC Indemnification*

3. Board or Official Governing Body Approved Initial Project Report (IPR)
4. Environmental Documentation
5. Evidence of Allocation and Commitment of Complementary Funds

    * Project sponsors have the option of consolidating the 'Opinion of Legal Counsel / MTC Indemnification' within the 'Implementing Agency Governing Board Resolution of Project Compliance'.

EXPENDITURES AND REIMBURSEMENTS

Authority to Expend

The project sponsor must obtain the Commission's approval of the allocation and description of eligible costs prior to incurring costs. Project sponsors shall not receive reimbursement for costs incurred prior to MTC approval of the allocation of funding. Project sponsors shall proceed solely at their own risk in advertising, opening bids, or awarding a contract prior to an allocation of RM2 funds. The advertising, bid opening, or awarding of a contract by the sponsor shall in no way prejudice the Commission into making an allocation they deem unsuitable. Final allocation decisions will be subject to the availability of funds.

If a project or project component is ready for implementation earlier than RM2 funding is available, the sponsor may request an allocation of funds covering eligible expenditures but only with the full understanding that reimbursement will be deferred until RM2 funds are available in accordance with the approved allocation.

Eligible Expenses

To ensure that RM2 funds are put to the most efficient use, limitations on allowable expenses have been placed on environmental, design, right of way, construction, staff support, oversight, consultant services and other aspects of project delivery. Furthermore, agency overhead costs, including administrative support, office equipment, and office leases, shall not exceed the cap as described under "Implementing Agency Costs" below.

Note that for all project phases, RM2 funds are limited to the statutorily authorized amount:

1. **Environmental Studies and Preliminary Engineering**
   Expenses incurred by sponsor staff and consultant staff for environmental study costs, including determination of the appropriate environmental document, preparation of all preliminary engineering for each alternative, including geometric layouts, determination of right-of-way needs, environmental technical studies (such as air, noise, energy, cultural resources and hazardous waste), and all other studies or activities necessary to prepare and to finalize the appropriate environmental document for approval are eligible for reimbursement. Environmental costs eligible for reimbursement shall be limited to the project as described in S&HC Section 30914 (c). Any environmental costs associated with an element of the environmentally scoped project that is beyond the project scope and intent as outlined in S&HC 30914 (c) and approved by the Commission in the IPR is not eligible for reimbursement under RM2.

2. **Design Costs**

RM2 funds are eligible for expenses incurred by sponsor staff and consultant staff for design activities related to the project scope identified in S&HC 30914 (c) and as approved by the Commission in the IPR. These activities include but are not necessarily limited to, preparation of alternative design studies; materials and foundation reports; drainage, hydrology and hydraulic reports; management oversight; surveying and mapping; preparation of the plans, specifications and estimate; preparation of bid documents and files for project; preparation of permit applications and maintenance agreements; coordination of agency reviews and any other activities necessary to prepare final PS&E for bid advertisement and award.

3. **Right-of-Way Acquisition and Utility Relocation**
RM2 funds are eligible for expenses incurred by sponsor staff and consultant staff for all activities related to right-of-way, advanced right-of-way, and hardship acquisitions, including determination of right-of-way needs; title searches; parcel appraisals; hazardous materials disposition; preparation of right-of-way acquisition documents; negotiation with property owners; activities involved with acquiring rights-of-way including condemnation proceedings, right-of-way capital costs, and cost-to-procure impacts related to the acquisition; utility relocation costs.

Services provided for right-of-way activities involved with the property but not necessary for the RM2 project as defined in the scope of work approved by the Commission in the IPR shall be at the expense of the sponsor and borne by non-RM2 fund sources.

If any excess right-of-way is sold, or otherwise disposed of, the value of such property shall be returned to MTC, including any profit realized from the sale of the property based on the prorated percentage of funds MTC contributed to the purchase of the property.

4. **Construction Costs**
RM2 funds are available to cover all construction expenditures for the project including construction capital, management and inspection, surveys, public outreach, and others as appropriate that are part of the scope of work approved by the Commission in the IPR. RM2 funds are eligible for reimbursement of sponsor's management oversight expenses associated with the construction of the project. This would include activities such as construction management, inspection, expenses associated with reviewing proposed change orders, and activities involved with managing the fund sources contributing to the project.

Any questions regarding eligible costs will be resolved in writing by MTC staff.
Capital improvements and vehicle procurements for the implementation of the approved RM2 projects are eligible for construction funds. Vehicles procured with RM2 funds must be operated in revenue service for their useful life, as defined by MTC's Transit Capital Priorities process and criteria program.

5. **Project Sponsor/ Implementing Agency Costs**
The amount for which the project sponsor/implementing agency can be reimbursed will be limited, as described below. In all cases, project sponsor/ implementing agency costs will be reimbursed within the cap of project funds stipulated in RM2. These changes are applicable to expenses beginning July 1, 2005. Prior to July 1, 2005, overhead expenses are not eligible for reimbursement.

a) DIRECT STAFF COSTS. Implementing agency staff costs are eligible, provided costs are directly related to the project tasks. Allowable implementing agency staff costs shall include the actual salary and fringe benefits directly related to the project only.

b) INDIRECT OVERHEAD COSTS. An overhead rate for indirect costs can be assessed on direct staff costs (salary and fringe benefit costs) only. The overhead rate shall be calculated by multiplying total labor cost (salaries and fringe benefits as described in above), by the sponsors' or implementing agencies' overhead rate as approved in its OMB Circular A-87 standard or an equivalent rate accepted by MTC. For projects with multiple project sponsors, the project sponsors must mutually agree to the method and overhead rate being applied to that particular RM2 project. The overhead rate effective July 1 of each year shall be applied for the entire fiscal year. Sponsors and implementing agencies may update the rate as of July 1 of each fiscal year. The amount reimbursable for the overhead rate shall not exceed 50% of the direct staff cost and shall not be leveraged on consultant contract or equipment costs. Project sponsors and implementing agencies must self certify and submit an independent opinion with respect to its agency compliance with OMB Circular A-87 standards and laws.

c) OTHER DIRECT PROJECT COSTS. Other direct costs as approved by MTC.

d) CONSULTANT COSTS. Consultant services directly responsible for delivering the project are eligible. Consultant services shall be listed separately and supported in the invoice submittal to MTC.

6. Miscellaneous Costs

The costs of fees from other agencies, including permit fees, or reimbursement for review or oversight costs needed for the project are eligible costs. However, the cost of permits or fees from the sponsor will not be eligible. Utility relocation costs are eligible for reimbursement according to previous agreements establishing rights for those utilities. The costs for specialized equipment for testing, analysis or production of documents for project-related work are also eligible.

Invoicing and Reimbursements

All eligible costs shall be invoiced on a reimbursable basis. Sponsors are encouraged to invoice quarterly and not more frequently than monthly. Any exceptions for supplemental payments must be approved in advance by MTC. For each fiscal year in which expenditures are incurred, sponsors should invoice at least once in that fiscal year. Invoices shall include only eligible costs and must show that the RM2 and matching fund sources are reimbursed and drawn down at approximately the same rate as the RM2 funds. Costs shall be accounted for in the invoice, sufficient to detail services performed with respect to the project scope as approved by MTC and payments made. An invoice format is provided to sponsors by MTC and shall include appropriate supporting reports from the sponsoring agency's general ledger. Approval of invoices shall be contingent on the timely submittal of Progress Reports. In the event such Progress Reports are not complete and current, approval of invoices shall be withheld until an acceptable Progress Report is submitted. Final reimbursement of funds will be subject to review of the delivered

useable/ operable phase or segment and project close out procedures except if all the funds are used before project closeout.

MTC has implemented a few changes in invoicing procedures effective March 1, 2010, to reduce turnaround time for invoice processing, improve invoice tracking, and improve progress on projects entering or already in more complex and capital intensive phases. These changes include a) revisions in the standard invoicing forms on all projects; b) new invoicing forms requiring additional information on select projects in (or entering) complex and capital intensive phases; c) electronic invoices to be provided along with the usual hard copies on the select projects. Availability for Audits
Sponsors of capital projects shall be available for an audit as requested by MTC.

TIMELY USE OF FUNDS PROVISIONS AND DEADLINES

The majority of fund sources used for transportation improvements are bound by timely use of funds deadlines. Failure to meet specific funding milestones can result in the funds being deleted from the project. In the event of funding loss due to the sponsor's inability to meet timely use of funds provisions, the sponsor must demonstrate that the project or project phase is still deliverable.

Generally, project sponsors should encumber funds within one year of receiving an allocation. With respect to project phase milestones 1) sponsors should not take more than 3 years to complete the environmental document and clearance process for environmental phase allocations and 2) Right of Way agreements should be finalized within two years of the allocation of funds for right of way acquisition. Deviations from these timely use of funds guidelines should be highlighted in the progress reporting process and sponsors are required to provide an explanation for this lapse. Amendments, adjustments and extensions should be requested in writing and must be approved, in writing, by MTC staff.

Project sponsors must demonstrate and certify that they can meet all of the timely use of funds deadlines as part of the financial plan included in the Initial Project Report for the various fund sources on the project. It is encouraged that project sponsors follow the provisions of the Regional Project Delivery Policy (MTC Resolution No. 3606).

Project Cancellation

If the RM2 project or project phase is not completed, the project sponsor shall repay MTC any RM2 funds expended above the proportionate share of eligible costs for the project or project phase. With regard to vehicle procurements, removal from revenue service or sale of the vehicle prior to the end of the vehicle's useful life will result in repayment to MTC and the RM2 program for the depreciated value of the vehicle at the time of removal or sale.

Following the Commission consultation with the sponsor, public hearing and determination to redirect funds from the project, payment to MTC shall be made with interest and shall be made in accordance with a negotiated repayment schedule, not to exceed 24 months. MTC shall withhold funds due the sponsor for any missed payments under the negotiated agreement.

OTHER PROJECT COST CONDITIONS

Maintenance and Operating Costs

Pertaining to capital projects outlined in Streets and Highways Code Section 30914 (c), it is the obligation of the project sponsor to arrange for all costs to operate and maintain the improvement constructed under RM2. No costs will be considered as eligible for reimbursement out of RM2 funds to operate or maintain the facility or any portion of the facility. Requests for any initial startup costs as part of the construction contract must be approved in writing by MTC staff.

Escalated Costs

RM2 funding for any individual project or program shall be limited to the amount designated in the RM2 legislation without escalation notwithstanding the provisions of Section 30914(f). If funding beyond RM2 amounts are required to complete the project phase the sponsor is responsible for securing the additional funding prior to allocation of RM2 funds.

Cost Increases

In cases where more than RM2 funds are needed to complete a project phase, it is the sole responsibility of the sponsor to secure the additional necessary funding. In the event that the sponsor cannot secure additional funding, and/or the project cannot be segmented, phased, or rescoped to meet the available funds and still conform to the intent of the legislation and voter mandate, the Commission shall consult with the program or project sponsor, and conduct a public hearing as outlined in S&HC Section 30914(f). After the hearing, the Commission may vote to modify the project's or program's scope, decrease its level of funding, or reassign all of the funds to another regional project or program within the same corridor. If the existing project is removed from the RM2 program, MTC and the sponsor agree to share expenditures of eligible costs to date in accordance with the allocation conditions accompanying the project allocation.

Contract change orders or cost increases that may arise once the contract has been awarded that are in excess of $250,000 or 20% of the project cost, whichever is less, shall be noticed to MTC as soon as those increases have been identified or no later than the next scheduled Progress Report. The project sponsor will provide assurance that the project phase the Commission allocated to is still deliverable. A revised financial plan for the project shall be included as part of the submitted Progress Report.

The sponsor is not authorized to claim any RM2 funds in excess of the allocation amount approved by the Commission.

In no case shall the financial responsibility of BATA and/or MTC regarding RM2 funds exceed the amount designated in S&HC 30914 (c) and (d) unless the Commission reassigns funds.

Cost Savings and Cost Increases at Bid Opening

At the time of bid opening, the responsible low bid may exceed the funding commitment of RM2 funds as well as other fund sources. If in the event of construction budget exceedences, the sponsor may seek an allocation of any remaining RM2 funds not yet allocated to the project only if other funds are committed in sufficient amounts to deliver the construction phase. If all available fund sources are not sufficient to award the project, the sponsor shall consult with MTC on suitable measures to enable the project to proceed, including but not limited to downscoping the project and rebidding, providing additional clarity to enable a more cost-effective bid, or seeking additional revenues. In no case shall the sponsor exceed the levels of RM2 funding

allowable under Street and Highway Code Section 30914(c). In utilizing all available funding from all sources for contract award, the sponsor shall consult with MTC staff on the likelihood of cost increases during construction and what contingencies are available to address these costs, including the presentation of a risk management plan for constraining construction expenditures to available revenues. In the event of projected cost savings at bid opening, the proportional share of RM2 funds will be rescinded and shall be available to the sponsor for any cost increases associated with the project after construction award until the time of final close-out of the bid phase, including the settlement of all claims. Any requests for exceptions will be considered on a case-by-case basis.

MONITORING AND REPORTING REQUIREMENTS

Annual Updates

On an annual basis, sponsors and implementing agencies may be asked to notify the Commission of anticipated allocation requests for subsequent fiscal year (12 months). The Commission's capacity to allocate RM2 funds depends in part on the information provided by the sponsors and the failure to comply may result in the sponsor's allocation request being deferred until such time when RM2 funds become available.

Semi-annual Progress Reports

As directed by MTC, sponsors and/or implementing agencies will provide MTC with a Semi-Annual Progress Report. Semi-annual periods begin on July 1 and January 1 of any given fiscal year. These reports are meant to update MTC on the project's scope, cost, and schedule. These reports shall include the following:

- Status: the phase currently underway and the progress since the last report; major meetings and decisions on the project; any significant accomplishments; any setbacks to the project. The sponsor should note whether they anticipate any problems, and what area these problems exist in.
- Expenditures to date: these will be specified as expenditures since the prior reporting, and will include all funding sources including RM2. These will be in sufficient detail to determine that they are eligible expenses.
- Schedule changes: any changes in the project schedule as outlined and approved in the IPR and the consequences of those changes, particularly related to project costs. If the schedule has been modified, a revised schedule must be attached.
- Cost changes: all changes should be noted in the Progress Report; changes greater than 20% or $250,000 dollars, whichever is less, must be accompanied by a detailed explanation of what options the sponsor has considered to manage the change. If costs have changed by more than $250,000 or 20%, whichever is greater, a revised funding plan and cash flow schedule must be attached.
- Potential Claims: If RM 2 funds are utilized for the construction phase of the project, then the sponsor must certify if there are any Notices of Potential Claim. If they exist, a summary of such notices as well as the likely cost or schedule impact shall be included. Upcoming allocation requests: Sponsors are requested to provide information on upcoming allocation requests; MTC's capacity to allocate RM2 funds depends in part on the information provided by the sponsors and the failure to comply may result in the sponsor's allocation request being deferred until such time when RM2 funds become available.

- Status of Project Specific Conditions: If project specific conditions were approved as part of the allocation, the sponsor must address the status of meeting the condition.
- Failure to provide the report and required information shall be ground for MTC to withhold reimbursements until a report is submitted and accepted by MTC.

Project Close Out

The Implementing Agency shall be responsible for notifying MTC of the completion of project, prior to submitting the final invoice for the project. After notification, MTC staff will provide the sponsor with the appropriate forms to close out the project, specific to the project type. The final close-out procedure for a project may include sponsor provided documentation verifying the completion of the project, summarizing project costs and expenditures with a reconciliation of balances remaining on the project, transmittal of final deliverables, and on-site field visits. For projects that expend all of the RM 2 funds before completing the overall project as stipulated in statute, MTC has the discretion to continue requesting progress reports on the project. This will be considered on a case-by-case basis. In case of RM2 projects that include complementary bridge toll funds (RM1/AB1171) that have not been expended as yet, sponsors will be expected to continue to provide progress reports on the status of these projects.

At Risk Report/Cooperation with Consultants

Upon receipt of the sponsor-submitted semi-annual progress reports, MTC shall prepare an At-Risk Report (Report) for submittal to the Commission that outlines critical scope, cost, or schedule changes to the project. The sponsor shall cooperate with MTC or any authorized agent of MTC in the preparation of the Report. The report will be presented to the Commission to determine the ability of the project or project phase to be delivered, per Section 30914(f) of the S&HC. Regarding scope changes, any changes resulting in changes in costs or schedule should be delineated.

CONSISTENCY WITH OTHER PLANS AND POLICIES

RTP Consistency

Capital projects seeking allocations must be consistent with the adopted Regional Transportation Plan (RTP), which state law requires be consistent with federal planning and programming requirements.

CMP Consistency

For capital projects, it is required that all committed project phases be included in a Countywide Plan. The phase of the project requiring funding shall be in an approved County Congestion Management Plan (CMP) or in an adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to seeking allocation of RM2 funds. For multi-county projects, the project must be in the countywide plans and CMP/CIP of the counties affected by the project.

TIP and Air Quality Conformity

Federal laws governing requirements for regions to achieve or maintain federally mandated air quality standards require that all regionally significant transportation improvements be part of a required regional conformity finding. This conformity finding is performed by MTC, the Metropolitan Planning Organization (MPO) for the Bay Area, in concert with the Bay Area Air Quality Management District and the Association of Bay Area Governments and must state that if all the transportation improvements proceed, air quality standards can be reached.

A project is regionally significant if it increases transit or highway capacity or offers an alternative to established regional highway travel. Projects must be included in the conformity analysis, regardless of their fund source. To that extent, all regionally significant RM2 projects must be included in the conformity analysis for the Regional Transportation Plan (Plan) and Transportation Improvement Program (Program). Project sponsors are responsible for updating the TIP listing for their projects following an RM2 allocation or rescission or other significant change to the project. Project specific air quality conformity analysis and findings are the sole responsibility of the project sponsor.

Accommodations for Bicyclists, Pedestrians and Persons with Disabilities
Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. As with many existing projects in the Bay Area, an RM2 project is likely to have a number of fund sources that make it whole. A project must incorporate the appropriate policy associated with the fund sources that make up the project. Federal, State, and regional policies and directives regarding non-motorized travel include the following:

Federal Policy Mandates
TEA-21 states that, "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation projects, except where bicycle and pedestrian use are not permitted" (Section 1202).

State Policy Mandates
Caltrans Deputy Directive 64 (http://www.dot.ca.gov/hq/tpp/offices/bike/DD64.pdf), states: "the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."

Routine Accommodations Policy
MTC Resolution 3765 requires agencies applying for regional transportation funds to consider the needs of bicyclists and pedestrians in the process of planning and designing a project.

Resolution 3434 TOD policy
In order to support the development of communities around new transit lines and stations, MTC adopted a Transit-Oriented Development (TOD) Policy that applies to key transit extension projects in the Bay Area. RM2 projects, as appropriate shall comply with the TOD policy.

Intelligent Transportation Systems Policy
In collaboration with federal, state, and local partners, MTC is developing the regional Intelligent Transportation Systems (ITS) architecture. MTC, state and federal agencies will soon require projects funded with federal highway trust funds to meet applicable ITS architecture requirements. Through the on-line WEBFMS application process, project sponsors will identify

the appropriate ITS category, if applicable. Information on the regional ITS architecture can be found at: http://www.mtc.ca.gov/planning/ITS/index.htm.

Transit Coordination Policy
Res. 3866 (Transit Coordination Implementation Plan)
Res. 3866 establishes coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects like Clipper (formerly TransLink®), 511 and the Hub Signage Program. Any agency that is an eligible recipient of funds subject to allocation or programming by MTC – including RM2 capital funds – is subject to Res. 3866 requirements. If a transit operator fails to comply, MTC may invoke the provisions of MTC Resolution No.3866, which could affect access to funds.

Traffic Operations System Policy for Major New Freeway Projects
It is the Commission's policy that all major new freeway projects included in the Transportation 2030 Plan and subsequent regional transportation plans shall include traffic operations system (TOS) elements to effectively operate the region's freeway system and coordinate with local transportation management systems. MTC is requiring that all applicable RM2 projects conform to the regional policy. For purposes of this policy, a "major freeway project" is a project that adds lanes to a freeway, constructs a new segment of freeway, modifies a freeway interchange, or reconstructs an existing freeway. A project is considered "new" if it does not have an approved Project Study Report (PSR) by December 2004. Caltrans shall operate, manage, maintain and replace the TOS elements installed within its right-of-way.

SECTION 3 – OPERATING PROGRAM GUIDANCE

BACKGROUND

Regional Measure 2 (RM 2) will provide operating support for a number of transit services. These projects are identified in Section 30914(d) of the California S&HC.

On October 13, 2004, the Federal Highway Administration with concurrence of the Federal Transit Administration approved the use of toll revenues from the four non-federalized Bay Area bridges for funding transit operations through the RM2 program. This decision allows MTC to begin allocating operating funds to the projects that were approved as part of RM2.

RM2 funds for operating assistance will be made available annually in accordance with the policies and procedures defined in this section.

ALLOCATION PROCESS

Prior to the beginning of each fiscal year MTC will adopt a project specific budget for RM 2 operating funds. It is against this budget, subject to meeting eligibility requirements and fund availability, that project sponsors should request operating allocations.

In S&HC 30914.5(b), MTC is directed to execute an operating agreement with sponsors seeking RM2 funding covering operating assistance for transit services. These agreements are to be executed through a process of project sponsor governing board certification followed by Commission allocation action. The annual funding agreement will consist of approval by both project sponsors and MTC of the terms outlined in the sponsor Implementing Agency Resolution and Operating Assistance Proposal (OAP). The Implementing Agency Resolution should provide evidence of a full funding plan, adherence to performance measures, local agreement to conditions, local certification of absence of legal impediments and local indemnification of the Commission and adherence to the planned activity as outlined in the OAP.

Environmental Documentation

Pursuant to California Environmental Quality Act (CEQA) Public Resources Code §21000, et seq., all applicants are required to indicate that an environmental document has been filed with the County Clerk for each project in their annual application. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. At the time of service initiation, an applicant may submit a request for RM2 funding to cover the costs of the environmental assessment for the RM2 route. Applicants are urged to refer to the statutory and regulatory sections cited when preparing the environmental assessment documents. Applicants should consult their environmental officer for guidance in completion of this requirement. An application for operating funds solely to maintain existing transit services normally will be a Class I categorical exemption under CEQA, and requires only a Notice of Exemption. Applicants should check with their environmental officer for further assistance.

Allocation Applications

An allocation request will be considered complete and ready for consideration by the Commission when all of the component elements to the request are submitted and approved for forwarding to the Commission by MTC staff. Each request must be submitted using the most current forms available on the MTC website. Most operating project sponsors will prepare their requests as part of an application for Transportation Development Act funds submitted to MTC annually. For project sponsors that do not receive those funds, applications for operating assistance should be submitted sixty days prior to the expected allocation date and should include the following material:

1. Cover letter detailing the allocation request;
2. Implementing Agency Resolution; *
3. Operating Assistance Proposal;
4. Opinion of Legal Counsel; *
5. Environmental documentation;
6. Certifications and assurances; and
7. Fiscal audit.

* Project sponsors have the option of consolidating the 'Implementing Agency Resolution' and the 'Opinion of Legal Counsel.'

Appendix B details the formats for the Implementing Agency Resolution, Operating Assistance Proposal, the Opinion of Legal Counsel, and the Certifications and Assurances. RM2 operating project sponsors not eligible for Transportation Development Act funding should contact MTC for the most recent Operating Assistance Proposal.

Staff will review the operating assistance request to ensure that the project request meets eligibility per S&H code 30914(d), compliance with financial audit requirements, satisfaction of established performance measures, and other requirements outlined in this policies and procedures manual.

ELIGIBILITY

Reimbursable Activities

Transit services eligible to receive operating assistance under RM2 are those projects identified under Section 30914(d) of the S&HC. These projects and services have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. Due to other federal, state and regional requirements, full eligibility for the receipt of RM2 funding is not determined until approval of the funding allocation by the Commission.

Operating costs included in the operating expense object classes of the uniform system of accounts, exclusive of depreciation and amortization expenses and direct costs for providing charter service, are eligible for RM2 operating assistance. Eligible expenses for operating follow the eligibility criteria for Transportation Development Act funds.

Service initiation costs for RM2 routes – including preparation of environmental clearance – are an eligible expense.

No operator or transit service claimant shall be eligible to receive moneys during the fiscal year from RM2 operating assistance for operating costs that exceed its actual operating cost for the service identified in S&HC 30914(d) or subsequently amended through an action by the MTC Commission (including payment for disposition of claims arising out of the operator's liability) in the fiscal year less the

1. amount of fare revenues received during the fiscal year.

For those cases where the RM2 service is a portion of an operator's service, the methodology used to derive the costs and revenues for the route must be specified at the time of allocation. Any change in the methodology must be approved by MTC staff in advance and may require a revision to the allocation.

The period of eligibility for operating expenses is for the fiscal year for which the allocation is made. The term fiscal year has reference to the year commencing July 1 and ending June 30 of the following year.

Notwithstanding the provisions listed above for transit operating, for purposes of TransLink® and Water Transit Authority administrative expenses, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have determined that planning activities are eligible for reimbursement from toll revenues. Allocation for planning activities will be in accordance with federal guidance and may need to be reviewed by federal agencies in advance of the allocation to confirm that the planned activities are Title 23 eligible.

Consistency with Plans

In addition to the eligibility requirements outlined above, applicants must demonstrate consistency with regional plans and federal planning requirements including but not limited to:

- MTC Regional Transportation Plan: For operations projects, applicants should provide the necessary project reference or information to verify that their project is compatible with the RTP.
- Applicant's Short Range Transit Plan (SRTP) or Countywide Plan: For operations projects, applicants should reference how the project is reflected in their Short Range Transit Plan or County-wide Five Year Plan. All transit operators that receive operating assistance shall prepare a Short Range Transit Plan, or planning/budget document equivalent for their system, including reference to the planned use of RM2 bridge tolls as part of their overall operations. Failure to complete an SRTP could delay an allocation or make a project sponsor ineligible for RM2 operating assistance.
- Air Quality Conformity: An applicant's project must be consistent with the TIP for which MTC has completed an air quality conformity assessment.

DISBURSEMENT OF FUNDS

After approval by the Commission, allocations of RM2 operating funds will be disbursed in accordance with the terms and conditions established in the allocation instructions by MTC. Generally, allocation instructions will direct payments to be made monthly in advance, subject to quarterly adjustments to reflect actual expenses against monthly invoices. Sponsors are required to submit the final fiscal year invoice by July 30th. All disbursements are subject to the availability

of bridge toll revenues and determination of eligible expenses. Specific invoicing procedures will be provided to the sponsor.

Disbursement of RM2 operating assistance may be delayed, cancelled, or adjusted based on MTC audit findings of ineligible expenses. Delinquency of report submittals or failure to comply with other RM2 operating assistance conditions could be grounds for withholding disbursement of funding or rescinding allocations.

MONITORING REQUIREMENTS

Annual Update of Operating Assistance Plan

Streets and Highway Code 30914.5(b) requires that MTC enter into an agreement with all recipients of RM2 operating assistance that shall include, at a minimum, a fully funded operating plan that conforms to and is consistent with the adopted performance measures. The agreement shall also include a schedule of projected fare revenue and any other operating revenues needed to demonstrate that the service is viable in the near-term and is expected to meet the adopted performance measures. These agreements are to be executed through a process of project sponsor governing board certification followed by Commission allocation action as discussed above in Allocation Process.

Applicants for RM2 operating assistance will use the Operating Assistance Plan (OAP) to demonstrate a fully funded operating plan that is consistent with MTC adopted performance measures. The submittal shall be due May 1st for July allocations, or on a rolling basis thereafter, and be updated to reflect audited actual expense data as well as adjusted current year financial and operating data statistics, as appropriate.

The OAP required information is included in Appendix B or in the most current Transportation Development Act funding application. RM2 operating project sponsors not eligible for Transportation Development Act funding should contact MTC for the most recent OAP.

Performance Measures

Prior to allocation of revenue for transit operating assistance under subdivision (d) of Section 30914 of the S&HC, the MTC shall adopt performance measures related to farebox recovery, ridership, and other performance measures as needed. The performance measures are included in Appendix C, Part 5. Any request to change approved performance measures, or the recording and reporting of those measures, must be approved in advance and in writing by MTC staff.

The performance measures, as developed in concert with the affected transit operators and the Advisory Council and as approved by the Commission, will effect allocations starting in FY 2006-07. The applicable year for calculating performance measures will be two years in arrears of a requested allocation year. In other words, for FY 2006-07 operating allocations, the Commission will base compliance with the performance measures on FY 2004-05 operating performance.

An independent auditor in the fiscal audit, as discussed below shall verify the certification of compliance with adopted performance measures. Failure to report and meet performance measures established by MTC may be grounds for delays or adjustment to future allocations.

Fiscal Audit
As established in S&H Code 30914.5(c), prior to annual allocation of transit operating assistance by the MTC, the MTC shall conduct an independent audit that contains audited financial information, including an opinion on the status and costs of the project and its compliance with the approved performance measures. At a minimum, the fiscal audit will provide the auditor's professional opinion as to whether RM2 operating assistance was spent on eligible costs and performance measures status.

All fiscal and accounting records and other supporting papers shall be retained for a minimum of four years following the close of the fiscal year of expenditure.

Cooperation with MTC and MTC's Consultants
Recipients of RM2 operating assistance funds agree to work cooperatively with MTC staff and MTC consultants to provide operating statistics that will be used to monitor the effectiveness of the RM2 operating program and consistency with MTC adopted performance measures. This includes but is not limited to assisting in the collection of survey data, on-board vehicle counts, and making available relevant ridership and costs information. It is important to note that, in most cases, these performance measures will be route-specific and therefore require isolation of the operating cost, passenger boardings, and fare revenue for the route or line for which RM 2 operating assistance is secured.

Appendix A – Capital Allocation Request Forms

Part 1: RM2 Implementing Agency Resolution of Project Compliance

Resolution No.

Implementing Agency:

Project Title:

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, (agency name) is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the (project title) is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which (agency name) is requesting that MTC allocate Regional Measure 2 funds; now, therefore, be it

RESOLVED, that (agency name), and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that (agency) certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that (agency name) approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that (agency name) approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that (agency name) has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that (agency name) is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that (agency name) is authorized to submit an application for Regional Measure 2 funds for (project name) in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that (agency name) certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to (agency name) making allocation requests for Regional Measure 2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

RESOLVED, that (agency name - include for transit projects/sponsors only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that (agency name) indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of (agency name), its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that (agency name) shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that (agency name) shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that (agency name) authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an allocation request for the (environmental/ design/ right-of-way/ construction) phase with MTC for Regional Measure 2 funds in the amount of ($_____), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the (Executive Director, General Manager, or his/her designee) is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the (agency name) application referenced herein.

Part 2: RM2 Sample Opinion of Legal Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Part 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the Regional Measure 2; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for Regional Measure 2 funds

This communication will serve as the requisite opinion of counsel in connection with the allocation of (Applicant) _____ for funding from Regional Measure 2 Regional Traffic Relief Plan made available pursuant to Streets and Highways Code Section 30914(c)(d) for (Project Name) _____

1. (Applicant)_____ is an eligible sponsor for the Regional Measure 2 funding.
2. (Applicant) _____ is authorized to submit an allocation request for Regional Measure 2 funding for (project) _____
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for Regional Measure 2 funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation that might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

Part 3: RM2 Initial Project Report (IPR) Format

Section 30914(e) of the California Streets and Highways Code requires that project sponsors with projects listed in the capital program of the Regional Traffic Relief Plan (Section 30914(c)) submit an Initial Project Report (IPR) to the Metropolitan Transportation Commission (MTC) by July 1, 2004. Furthermore, MTC requires the project sponsor to submit an updated report along with any funding allocation request. The governing board of the agency submitting the allocation request must approve the updated IPR before MTC can approve the IPR, or allocation of funds. MTC will approve the report, or updated report, in conjunction with the funding allocation.

The report shall include all information required to describe the project in detail, including identification of lead sponsor, the status of any environmental documents relevant to the project, additional funds beyond RM2 required to fully fund the project, the amount, if any, of funds expended to date, a summary of any impediments to the completion of the project, a detailed financial plan, and notification of whether Regional Measure 2 (RM2) funds will be needed within the subsequent 12 months (following fiscal year). The Initial Project Report is outlined below, with the electronic template available at www.mtc.ca.gov.

- **Project Description and Sponsor Information,** including identification of lead sponsor in coordination with all identified sponsors, and identification of agency to seek and receive allocations from MTC,
- **Project Delivery Information,** including summary of any impediments to the completion of the project, status of any environmental documents relevant to the project, status of the project phases and delivery milestones, and discussion of the operability of the project once competed.
- **Project Budget Information**, including the total budget for the project, and any prior expenditure.
- **RM2 Funding Need Information,** including RM2 expenditure (cash flow) plan, status of any prior RM2 expenditures, and identification of any RM2 funding needs for the next fiscal year, and beyond.
- **Project Funding Information**, including identification of committed funding to the project, any uncommitted funding required to fully fund the project, and segregation of the RM2 deliverable segment if different from the total project. Any timely use of funds requirements must be noted and incorporated into the overall funding schedule of the financial plan. The RM2 phase or component must be fully funded with committed funds, and it must be demonstrated that the RM2 funded phase or component results in a useable or operable segment. For transit projects resulting in expanded or enhanced services, the sponsor shall document the financial capacity to operate and maintain those services for a period of at least 10 years following the year services are initiated.
- **Allocation Budget Plan.** The sponsor must complete an Estimated Budget Plan (EBP) outlining the agency costs, consultant costs, and any other costs associated with the delivery of the Work Plan element for the allocation request The EBP should represent both the RM2 funds as well as the complementary funds (for projects with complementary fund sources) for the entire work scope.

- **Governing Board Action,** including verification of approval of the IPR. The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR and requested the allocation of RM2 funding prior to MTC approval of the IPR and allocation of funds. Verification of the governing board action should be attached to the IPR.
- **Agency Contact and IPR Preparation Information**, including agency and project manager, and IPR preparer contact information, and date the report was prepared or updated.

Part 4: Environmental Documentation

Pursuant to California Environmental Quality Act Public Resources Code §21000, et seq., all applicants are required to submit a valid environmental document that has been certified by the County Clerk for each project. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. Applicants are urged to refer to the statutory and regulatory sections cited when preparing any environmental assessment under CEQA or NEPA. Applicants should consult their environmental officer for guidance in completion of this requirement. If a project is federally funded or is anticipated to be federally funded, project sponsors must submit approved National Environmental Protection Act documents.

Part 5: RM2 Evidence of Allocation and Commitment of Complementary Funds

Applicants are required to submit evidence of the commitment of complementary funds for the phase for which the applicant is seeking an allocation of RM2 funds. Copies of the applicable resolution(s) and/or governing body actions allocating the funds to the phase, within the years displayed in the cash flow plan, must be attached to the allocation request. The applicant must demonstrate that the phase is entirely funded prior to the allocation of RM2 funds. Part 6: RM2

Allocation Work Plan

The implementing agency must submit a detailed Work Plan covering the deliverables for which a RM2 funding allocation is being sought. The Work Plan should be consistent with the parameters included in the Board approved Initial Project Report, and must have sufficient detail regarding each deliverables' scope, cost and schedule. The elements of the work plan will serve as the basis of MTC staff review of project sponsor invoices. MTC staff will work with sponsors to ascertain the work breakdown level appropriate to the funding request being made. The Work Plan must be submitted with the allocation application request.

Appendix B – Operating Allocation Request Forms

Part 1: Certifications and Assurances

(Sample form is available at www.mtc.ca.gov)

Applicant certifies that, if RM-2 funding was received in the prior year, it has included the RM-2 costs and revenues in its general fiscal audit for that year. Applicant also assures that it will include the RM-2 costs and revenues in its general fiscal audit for the year in which funds are requested.

Applicant certifies to one of the following:

1) For bus operators, that it has submitted a copy of the California Highway Patrol (CHP) certification, which was issued within the last 13 months indicating compliance with California Vehicle Code §1808.1 and Public Utility Code §99251 (CHP "pull notice system and periodic reports").
2) For rail or ferry operators, it certifies that it is current on all inspections and certifications required by federal and state agencies.

Applicant for RM2 funds certifies that it has current SB 602 "joint fare revenue sharing agreements" in place with transit operators in the MTC region with which its service connects, and that it has submitted valid and current copies of all such agreements to MTC.

Applicant also agrees to participate in the Integrated Fare Structure and Transit Connectivity studies authorized in SB 916 (Chapter 715, Statutes of 2004).

Applicant for funds certifies that it complies with MTC's Transit Coordination Implementation Plan (MTC Resolution No. 3866, revised) and with Public Utilities Code §99314.5(c) and §99314.7).

The applicant may be asked to certify such other assurances as MTC may deem appropriate consistent with the RM2 Policies and Procedures outlined above.

Part 2: RM2 Operating Assistance Proposal (OAP)

The Operating Assistance Proposal (OAP) includes the information outlined below. The format for sponsors to complete is available to be downloaded at www.mtc.ca.gov.

1. **Description of Proposed Service**
    a. Map of service area.
    b. Description of markets being served (both travel demand as well as inter-operator connections)
    c. Description of methodology used to estimate ridership/assign ridership
2. **Service Parameters**
    a. Service start/end times.
    b. Headways in the peak and off-peak
    c. Vehicles in service during the peak and off-peak
    d. Daily revenue vehicle hours
3. **Budget Information**
    a. Basis of expense projections, i.e., description of cost model.
    b. Basis of fare revenue projections (assumptions on fare structure, including any increases over the five years, and resulting average fare).
    c. Description of other revenues – if subsidies from other agencies are included, describe status of commitments.
    d. Five-year projections and audited past actual and adjusted current year information for operating cost and revenue. Revenue projections should disaggregate fare revenue, TDA, local sales tax, private sector contributions, and other subsidies.
4. **Operating Data and Performance Measures**
    a. Five-year projections and audited past actual and adjusted current year information for service parameters including annual ridership, weekday ridership, revenue vehicle hours, and revenue miles.
    b. Five-year projections and audited past actual and adjusted current year information for performance measures including farebox recovery ratio, passengers per revenue hour, cost per rider, subsidy per rider, and cost per revenue hour.
5. **Implementation Schedule and Status Report**
    a. Proposed start date
    b. Environmental clearance – status and schedule
    c. Vehicles/other capital – status and procurement schedule for incremental capital needed to support RM2 funded operations.
    d. If partnering with other agencies, provide letters of support from partners.
    e. Description of potential implementation issues
    f. Once operational, please provide a status report on the implementation to-date as well as any planned schedule adjustments or other service changes in the coming year.

Part 3: Sample RM2 Operating Board Resolution

Resolution No.

Implementing Agency:

Project Title:

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, (agency name) is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the (project title) is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Operating Assistance Proposal and incorporated herein as though set forth at length, demonstrates a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which (agency name) is requesting that MTC allocate Regional Measure 2 funds; and

WHEREAS, Part 2 of the project application, attached hereto and incorporated herein as though set forth at length, includes the certification by (agency name) of assurances required for the allocation of funds by MTC; now, therefore, be it

RESOLVED, that (agency name), and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that (agency) certifies that the project is consistent with the Regional Transportation Plan (RTP).

RESOLVED, that (agency name) approves the updated Operating Assistance Proposal, attached to this resolution; and be it further

RESOLVED, that (agency name) approves the certification of assurances, attached to this resolution; and be it further

RESOLVED, that (agency name) is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(d); and be it further

RESOLVED, that (agency name) is authorized to submit an application for Regional Measure 2 funds for (project name) in accordance with California Streets and Highways Code 30914(d); and be it further

RESOLVED, that (agency name) certifies that the projects and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and, if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to (agency name) making allocation requests for Regional Measure 2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

RESOLVED, that (agency name - include for transit projects/sponsors only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that (agency name) indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of (agency name), its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages.

RESOLVED, that (agency name) shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that (agency name) authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an allocation request for operating or planning costs for (Fiscal Year) with MTC for Regional Measure 2 funds in the amount of ($_____), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the (Executive Director, General Manager, or his/her designee) is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the (agency name) application referenced herein.

Part 4: RM2 Sample Opinion of Legal Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Part 3. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the Regional Measure 2; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for Regional Measure 2 funds

This communication will serve as the requisite opinion of counsel in connection with the allocation of (Applicant) _____ for funding from Regional Measure 2 Regional Traffic Relief Plan made available pursuant to Streets and Highways Code Section 30914(c)(d) for (Project Name) _____

4. (Applicant)_____ is an eligible sponsor for the Regional Measure 2 funding.
5. (Applicant) _____ is authorized to submit an allocation request for Regional Measure 2 funding for (project) _____
6. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for Regional Measure 2 funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation that might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

Part 5: RM2 Performance Measures for Operating Projects

1. The objective in establishing performance measures is to ensure that the Regional Measure 2 (RM2) operating dollars are directed to productive services within the corridors identified in the legislation, or as redirected by the Commission after a public hearing process.

2. Two performance measures will be used to assess cost recovery and ridership change in accordance with California Streets and Highway Code (S&HC) 30914.5(a), which requires that MTC shall adopt performance measures related to farebox recovery ratio and ridership: 1) farebox recovery and 2) change in passengers per revenue vehicle hour. Farebox recovery ratio and change in passengers per hour performance measures are established in items 4 and 5.

3. Recognizing that the market demands as well as policy goals for the operating projects in S&HC 30914(d) are not uniform, several thresholds for farebox recovery are established and outlined in item 4.

4. An operating segment must meet or exceed the farebox recovery ratio conforming to its particular mode and service type as defined in the table below. Peak service is defined as service that does not continue at least hourly between the morning and afternoon commute periods. All day service is generally defined as service that is provided at least hourly between the hours of 6 a.m. and 7 p.m. Long-haul bus services (> 25 miles) will be deemed "all day" if service is provided as least every two hours during the midday. Owl service is service that has been developed with the specific goal of closing a temporal gap in the transit network.

   For purposes of establishing compliance with the performance measures, the farebox recovery ratio for the audit year or the average farebox recovery ratio for a three-year period will be used, whichever is more favorable.

Service Type	Ferry	Rail	Bus
Peak Service	40%	35%	30%
All Day Service	30%	25%	20%
Owl Service	N/A	N/A	10%

   Projects (8) and (9) in S&HC 30914(d) are exempt from the farebox thresholds above and instead must meet the farebox requirements established for receiving allocation for state funds (Transportation Development Act, State Transit Assistance, and AB 1107).

5. It is the expectation that all operating segments will maintain a positive change in passengers per revenue vehicle hour when a rolling average over a three-year period is applied. The first three years of service must demonstrate an increase in passengers each year. From the fourth year forward, three-year averages will be calculated and compared. The previous three-year average will be compared to the most recent three-year average, with the most recent year being added and the oldest year being dropped from each average (FYs 2004, 2005 and 2006 will be compared to FYs 2005, 2006, and 2007, and so on). If productivity during the audit year is better than the most recent three-year average, then the previous three-year average will be compared to the audit year. A negative change in an amount equal to or less than a negative

change in Transportation Development Act revenues in the county of operation (or average between the origination and destination) for the same period will be allowable. The goal is to have positive ridership change between each three-year cycle, but the allowance for a negative change is to account for economic adjustments in the region and for fluctuations in regional market demand for each service.

Projects (8) and (9) in S&HC 30914(d) are exempt from the passenger per revenue vehicle hour changes and instead must meet the performance measure requirements established for receiving allocation for state funds (Transportation Development Act, State Transit Assistance, and AB 1107).

6. If an operating program or project cannot achieve its performance objectives described above, MTC staff will consult with the project sponsor about potential service adjustments or redeployment to increase the productivity of the route and best serve transit in the corridor. After this consultation, the sponsor will be given the opportunity to present to the Commission a corrective action plan for meeting the RM2 performance measures. Based on the corrective action plan recommendation, the Commission shall give the sponsor a time certain to achieve the performance measure or have its funding reassigned. If there are no other eligible claimants within the RM2 eligible program category the Commission shall hold a public hearing concerning the project. After the hearing, the Commission may vote to modify the program's scope, decrease its level of funding, or to reassign all of the funds to another or an additional project.

7. Only transit operations will be subject to the performance measure outlined in this policy. Projects (10) and (11) outlined in RM2 under S&HC 30914(d) are not subject to these performance measures as these projects do not meet the definition of transit operations.

8. Each operating project that requests RM2 operating funding will be given a two-year ramp-up period to meet the performance measures with an expectation that measures will be met in the third year of service. If an operating scope or definition is changed at the sponsor request after initial rollout of the operating project, no new ramp-up period will be granted.

9. Compliance with the performance measures must be certified as part of the annual fiscal audit prepared by the project sponsor. The compliance and, therefore eligibility for RM2 operating funds, for a given fiscal year will be based on fiscal audit two years in arrears. Therefore, the first year for which performance measures will be assessed is for FY 2008-09 operating requests; these requests will take into consideration performance in FY 2006-07.

10. For purposes of calculating farebox recovery ratio and passengers per revenue vehicle hour, project sponsors must allocate costs in accordance with the cost allocation shown below for the various service types. This cost allocation strategy must be consistent with that provided to MTC as part of the annual Operating Assistance Plan (OAP). Further, baseline data on ridership, costs, fares, and average fare must be established as part of the OAP for RM2 services that represent an incremental change to the operator's overall service plan. The operator should establish a data collection plan for assessing changes to the baseline system for purposes of calculating ridership, costs, and fare for the new RM2 incremental services.

Service Type	Cost Allocation Methodology
Peak Service	Fully Allocated Costs
All Day Service	Fully Allocated Costs
Owl Service	Marginal Costs

11. For purposes of this policy, the farebox recovery ratio is the ratio of fares collected on the RM2-funded segment to total operating costs for that same segment. Passenger per revenue vehicle hour is defined as the total passengers (total of all adult, youth and student, senior and disabled, inter-operator paid transfer, and non-revenue boardings) divided by the revenue vehicle hours (the total number of hours that each transit vehicle is in revenue service, including layover time).

APPENDIX A – 23

Regional Policies: Project Funding

Programming and Allocation Policies for the AB 664 Net Bridge Toll Revenue, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue Transit Funding Programs

MTC Resolution No. 4015

Date: June 22, 2011
W.I.: 1514
Referred By: PAC

ABSTRACT

Resolution No. 4015

This resolution establishes revised programming and allocation policies for the AB 664 Net Bridge Toll Revenue, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue transit funding programs. The revisions establish annual funding for ABAG for the San Francisco Bay Trail, make WETA the sole applicant for ferry services funding, and remove the condition splitting funds between the Northern and Southern bridge groups for the Two Percent Bridge Toll Revenue programs. This resolution supersedes Resolutions 2004, Revised, 3149, and 3288, Revised.

This resolution includes the following Attachment:
Attachment A – Bridge Toll Revenue and State General Fund Revenue Allocation Policy

Further discussions of the policies are contained in the Programming and Allocations Committee summary sheet dated June 8, 2011.

Date: June 22, 2011
W.I.: 1514
Referred By: PAC

RE: Revised Programming and Allocation Policies for the AB 664 Net Bridge Toll Revenues, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenues, and Five Percent State General Fund Revenues transit funding programs

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4015

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, since 1977, MTC has allocated net toll revenues, pursuant to Government Code §§ 30892 and 30893, for eligible transit capital improvements and ferry operations; and

WHEREAS, pursuant to Streets and Highways Code § 30913 (b), MTC has allocated two-thirds of the 2 percent of the 1988 Regional Measure 1 toll increase ("Two Percent Bridge Toll Revenues") to projects which are designed to reduce vehicular traffic congestion on these bridges; and the remaining one-third of those toll revenues for the planning, construction, operation, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30884, certain toll revenues ("AB 664 Net Bridge Toll Revenues") are available to fund transit capital improvements; and

WHEREAS, pursuant to Streets and Highway Code § 30919, MTC has allocated bridge toll revenue ("RM1 Regional Rail Extension Reserves") for rail extension and improvement projects designed to reduce vehicular congestion on the San Francisco-Oakland Bay Bridge in the counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara; and

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC adopted MTC Resolution No. 2004, Revised, which sets forth MTC's overall Bridge Toll Revenue Allocation Policy; and

WHEREAS, with the completion of the Regional Ferry Plan Update, MTC adopted Resolution No. 3149, which established a Five Percent Bridge Toll Revenues programming and allocation policy; and

WHEREAS, the California Department of Transportation (DEPARTMENT) entered into a cooperative agreement with the Bay Area Toll Authority (BATA) and MTC on the

federalization of toll bridge projects under BATA's jurisdiction and on the transfer of state funds to replace the five percent Bridge Toll Program funds for ferry operations; and

WHEREAS, under terms of the agreement between the DEPARTMENT, BATA, and MTC, MTC agreed, among other things, to amend its Five Percent Bridge Toll Revenues policy, as set forth in MTC Resolution No. 3149, and to program and allocate state funds made ("Five Percent State General Fund Revenues") available by the DEPARTMENT for transit operating purposes; and

WHEREAS, pursuant to the agreement between the DEPARTMENT, BATA, and MTC, MTC adopted Resolution 3288 to establish interim programming and allocation policies for the Five Percent State General Fund Revenues and Two Percent Bridge Toll Revenues program; and

WHEREAS, MTC adopted Resolution 3948 and BATA adopted Resolution 93 and executed a Funding Agreement relieving BATA of responsibility for making AB 664 Net Bridge Toll Revenues Reserve Transfers, Two Percent Transit Reserves Transfers, and Rail Extension Reserves Transfers for 50 years; and

WHEREAS, the adoption of Resolution 3948 necessitates an update and revision to policies governing the various bridge toll revenue and Five Percent State General Fund Revenues; now, therefore, be it

RESOLVED, that MTC adopts the programming and allocation policies for the AB 664 Net Bridge Toll Revenues, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenues, and Five Percent State General Fund Revenues transit funding programs as set forth in Attachment A, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this resolution supersedes MTC Resolution Nos. 2004, 3149, and 3288.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chairperson

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California on June 22, 2011.

BRIDGE TOLL REVENUE AND STATE GENERAL FUND REVENUE ALLOCATION POLICY

Definitions

1. "MTC Transit Transfer" refers to the September 2010 payment made from BATA to MTC equal to the estimated present value of specified fund transfers for a 50 year period pursuant to BATA Resolution 93 and MTC Resolution 3948. The payment relieves BATA from making AB 664, Regional Measure 1, and MTC Two Percent Bridge Toll Revenues transfers to MTC for a 50 year period.

2. "AB 664 Net Bridge Toll Revenues" refers to revenues available pursuant to Streets and Highway Code (S& H Code) 30884 calculated as 16% of base toll revenue on the San Francisco-Oakland Bay Bridge, San Mateo, and Dumbarton Bridges to be used for transit capital purposes. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.

3. "RM1 Rail Extension Reserve" is composed of not less than 90% of the revenues from the Class I toll increase on the Bay Bridge, as authorized by Regional Measure I and Streets and Highways Code § 30910 et seq. Pursuant to Streets and Highways Code § 30919, MTC must allocate these funds exclusively for rail transit capital extension and improvement projects designed to reduce vehicular traffic congestion on the Bay Bridge. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.

4. "East Bay Rail Extension Reserve" consists of 70% of the MTC Rail Extension Reserve. These revenues are to be allocated to rail extension and improvement projects in Alameda and Contra Costa Counties. These projects include, but are not limited to, the BART extensions planned for the Concord-Antioch, Fremont-San Jose, and Bayfair-Livermore rail transit corridors. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.

5. "West Bay Rail Extension Reserve" consists of 30% of the MTC Rail Extension Reserve. These revenues are to be allocated to rail extension and improvement projects in San Francisco, San Mateo, and Santa Clara Counties. No specific projects are mentioned in the legislation. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.

6. "Two Percent Bridge Toll Revenues" refers to revenues available pursuant to S&H Code 30913(b) used for ferry capital and other capital improvements. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.

7. "Five Percent State General Fund Revenues" is funded by the five percent (Five Percent) Bridge Toll Program State General Fund revenues delivered to MTC in amounts equal to projections of the Regional Measure 1 (RM 1) five percent (Five Percent) Bridge Toll Program, based on a cooperative agreement between MTC, BATA and Caltrans. These revenues are to be programmed and allocated for ferry transit operations and bicycle-related planning.

8. "Resolution No. 3434" refers to the region's adopted Regional Transit Expansion Program.

Objectives

1. Maintain MTC's flexibility in allocations by avoiding rigid apportionment formulas.
2. Maximize the use of AB 664 Net Bridge Toll Revenues for meeting the local match required for transit capital projects programmed in the Transportation Improvement Program (TIP).
3. Sustain commitments made regarding allocations of new revenues.
4. Secure the financial integrity of the Resolution No. 3434 Program.

AB 664 Net Bridge Toll Revenues

Pursuant to S&H Code 30884, AB 664 Net Bridge Toll Revenues are available for capital projects.

1. The first priority for AB 664 Net Bridge Toll Revenues is to match transit capital projects programmed for Federal Transit Administration formula funds (the Urbanized Area Formula Program and the Fixed Guideway Modernization Program, or successor programs) in the Transportation Improvement Program (TIP). Revenues in each year will be apportioned to each eligible operator in proportion to the operator's share of the FTA formula funds programmed for capital projects in the TIP in the same year.

2. The 70/30 ratio which MTC has employed to apportion AB 664 Net Bridge Toll Revenues between East and West Bay transit operators pursuant to MTC Resolution 2004 is maintained in FY2010-11 program. For FY2011-12 and future years, MTC will consider alternative policies for apportioning revenues among transit operators, including eliminating the division of revenues into East Bay and West Bay so the apportionment is entirely based on each operator's share of FTA formula funds programming for capital projects.

3. Similar to the flexibility allowed under the STP/CMAQ program, where second and third year projects may be advanced to the first year for implementation, an operator may request MTC to advance AB 664 Net Bridge Toll Revenues for programmed projects, as long as funds are available for allocation, (e.g. an operator who is programmed revenues in the third year of the TIP and wishes to exercise pre-award authority for these match funds may request MTC to release the funds.) MTC will determine funding availability and will consider whether there is a need for the advancement.

RM1 Regional Rail Extension Reserve

To the extent feasible and required, maintain MTC's commitment to Resolution No. 3434 projects from the Rail Extension Reserve.

Two Percent Bridge Toll Revenues

Pursuant to Streets and Highways Code Section 30913(b), two-thirds of the annual available funding shall be allocated to projects which are designed to reduce vehicular traffic congestion and improve bridge operations on any bridge, including, but not limited to, bicycle facilities and for the planning, construction, operation, and acquisition of rapid water transit systems. The remaining one-third is available solely for the planning, construction, operation, and acquisition of rapid water transit systems.

Two Percent Bridge Toll Revenues Priorities and Estimated Annual Programming Amounts

1. $1 million to the Water Emergency Transit Authority (WETA) for ferry capital improvement projects.

2. $450,000 to the Association of Bay Area Governments (ABAG) for program management and capital support for the San Francisco Bay Trail.

*Note that annual funding amounts are established and adjusted through the annual MTC fund estimate adoption

Five Percent State General Fund Revenues

The Five Percent State General Fund Revenues are delivered to MTC in amounts equal to projections of the RM1 Five Percent Bridge Toll Program. These revenues are to be programmed and allocated for ferry transit operations and bicycle-related planning.

Five Percent State General Fund Revenues Priorities and Estimated Annual Programming Amounts as of FY 2010-11

1. $2.8 million to the Water Emergency Transit Authority (WETA) for ferry capital improvement projects and ferry operations.

2. $250,000 to the Association of Bay Area Governments for planning for the San Francisco Bay Trail.

*Note that annual funding amounts are established and adjusted through the annual MTC fund estimate adoption

The amount of Five Percent State General Fund Revenues programmed to ABAG shall be adjusted by the rate of increase in Five Percent State General Fund Revenues or the rate of increase in the Consumer Price Index, whichever is less, every three years, with the first adjustment occurring with FY2011-12 based calculations. ABAG shall be the sole priority for the Five Percent State General Fund Revenues for bicycle planning.

Program the remainder of the Five Percent State General Fund Revenues to WETA to support ferry service operations. Ferry services will need to have demonstrated an average 40% farebox recovery ratio (the regional average for all publicly-operated services during the period from 2006 to 2010) for the operating agency in order to ensure continued funding for operations. An operator may meet this requirement based on their average farebox recovery for the most recent three-year period for which National Transit Database statistics are available or their annual farebox recovery for the most recent year for which data is available.

If an operator is unable to meet the performance measure, the funding that would have gone to the ferry operator could be directed by the Commission to a transit service/route that reduces vehicular congestion in one of the bridge group corridors, and has demonstrated the ability to meet the 40% farebox requirement. The service could be ferry or another transit mode, provided that the service/route can meet the performance measure. At least forty percent of the Five Percent funding must directed toward ferry operations or capital as required.

Screening Criteria for all Two Percent Bridge Toll Revenue and Five Percent State General Fund Revenues Projects

Project submittals for Five Percent State General Fund Revenues and the Two Percent Bridge Toll Revenues must be submitted to MTC for consideration and must meet all of the following screening criteria:

- project is ready for implementation, including having any necessary clearances or approvals, in the year indicated;
- project is well defined and justified in the project proposal;
- entity has the capacity to implement the project;
- entity has an adequate project financial plan, with reasonable cost estimates;
- project has been approved by the local entity's policy board; and
- project is identified in or is part of an adopted regional or local transportation plan.

In addition, entities requesting transit operating funds must:

- complete a Short Range Transit Plan (or similar planning document as specified by MTC) that identifies service plans and budgets for at least a 5-year period;
- be consistent with the adopted Regional Transportation Plan (RTP); and
- submit data on capital replacement needs to MTC, as requested.

MTC staff evaluates project proposals and develops an annual program of projects for Five Percent State General Fund Revenues and 2 % Bridge Toll Revenues. The program of projects is reviewed by the affected entities. MTC adopts the program of projects and allocates the Five Percent State General Fund Revenues and 2 % Bridge Toll Revenues according to the program.

Timely Use of Funds for AB 664 Net Bridge Toll Revenues, Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues

All projects programmed with AB 664 Net Bridge Toll Revenues, Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues are subject to the following timely use of funds (TUF) policy. Full disbursement of funds must be completed within three years plus the year in which funds are allocated for a project programmed Bridge Toll Revenues. For example, funds allocated in FY 2010-11 must be fully disbursed by June 30, 2014. Any unspent funds at the end of September 30, 2014 (which includes a 3-month grace period) will automatically revert to the appropriate Bridge Toll Revenue account.

Annual Funding Levels for AB 664 Net Bridge Toll Revenues, Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues

Annual funding levels for AB 664 Net Bridge Toll Revenues, Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues shall be established and adjusted through the annual MTC fund estimate adoption.

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APPENDIX A – 24

Specific Funding Programs

Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

MTC Resolution No. 3925

Date: October 28, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C 07/28/10-C
09/22/10-C 10/27/10-C
02/23/11-C 03/23/11-C
05/25/11-C 06/22/11-C
09/28/11-C 10/26/11-C
02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C
07/25/12-C 09/26/12-C
02/27/13-C

ABSTRACT

Resolution No. 3925, Revised

This resolution adopts the Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2009-10 and FY 2010-11 STP/CMAQ funds to be amended into the currently adopted 2009 Transportation Improvement Program (TIP) and subsequent TIP update.

The resolution includes the following attachments:

Attachment A – Cycle 1 STP/CMAQ Project Selection Criteria, and Programming Policies
Attachment B – Cycle 1 Project List

The resolution was revised on December 16, 2009 to add Attachment A and to add $437 million to Attachment B, the balance of funding to Cycle 1 programs.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately $15.1 million in additional apportionment as follows: 1) Strategic Investment – Advance of SamTrans Payback ($6.0 million); 2) Transportation for Livable Communities ($4.1 million); 3) Regional Commitment – GGB Suicide Deterrent ($5.0 million). In addition, the framework for second cycle is revised to program "freed up" Second Cycle Funds of $6 million to the Climate Initiative program.

This resolution was revised on September 22, 2010 to advance $20 million in Freeway Performance Initiative project elements to address lower than expected state programming as well

as the opportunity to capture more obligation authority. This action increases federal programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

This resolution was revised on October 27, 2010 to award grants from the Climate Initiatives Innovative Grant Program ($31 million) and the Safe Routes to Schools Creative Grant Program ($2 million). Attachment B was also updated to show projects nominated by the CMAs for the CMA Block Grant Program along with other updates reflecting TIP actions.

Attachment B was revised on February 23, 2011 to reflect the addition of new projects selected by the congestion management agencies, counties, and revisions to existing projects.

Attachment B was revised on March 23, 2011 to facilitate a fund exchange between the Green Ways to School Through Social Networking Project (TAM) with the Venetia Valley School SR2S Improvements (Marin County) and to make additional programming updates.

Attachment B was revised on May 25, 2011, to add $2,092,000 to seven new grants for San Francisco, Fremont, South San Francisco, Sunnyvale, and Walnut Creek.

Attachment B was revised on June 22, 2011, to rescind $1,998,000 for two projects in Hayward and Hercules.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on September 28, 2011 to advance $5.0 million for SFgo in the Climate Initiative Element, and $13.3 million for the SamTrans Payback in the Regional Strategic Investment element to address higher than expected federal apportionment in the near-term, while not increasing the overall funding commitment for the Cycles 1 & 2 framework. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount.

Attachment B was revised on October 26, 2011 to provide $376,000 to the Stewart's Point Rancheria Intertribal Electric Vehicle Project and to modify the scope of Santa Rosa's Climate Initiatives Program grant.

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance $8,971,587 for the Lifeline Transportation Program to address higher than expected federal apportionment in the near-

term and to redirect funding to the US 101 Capitol Expressway Interchange project. The latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

Attachment A (pages 6 and 17), Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on March 28, 2012 to add $34 million in STP/CMAQ funds redirected from Cycle 2 FPI for the Doyle Drive / Presidio Parkway, with an equivalent amount in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes. The OA Carryover identified for Cycle 1 is reduced from $54 million to $0 to accommodate this action and the advance of $20 million for FPI on September 22, 2010. Additional changes were made to the project listing in Attachment B.

Attachment A (pages 6 and 17), and Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on April 25, 2012 to address the following: program $1.2 million to an ACE preventive maintenance project in lieu of an equal amount for SR2S funding for Alameda county (ACTC agrees to fund an equal amount of SR2S projects using local funds); advance and program the remaining $2.7 million for the small/ northbay county operators (with this advance, the entire $31 million STP/CMAQ commitment for the MTC Resolution 3814 Transit Payback as identified in Attachment A has been fulfilled); and redirect $700,000 from the Climate Initiatives Public Outreach effort to the Spare the Air program. Additional changes were made to the project listing in Attachment B.

Attachment B to the resolution was revised on June 27, 2012 to reflect the following actions: program $7.6 million for specific STP/CMAQ projects for the Lifeline program; program $3.7 million to ten new Priority Development Area (PDA) Planning Grants for San Francisco, Fremont, Concord, Alameda, Alameda County, Richmond, Mountain View and Rohnert Park; and revise the SamTrans projects receiving the Caltrain Payback, among other changes.

Attachment B to the resolution was revised on July 25, 2012 to add $0.2 million for Lifeline transportation projects.

Attachment B to the resolution was revised on September 26, 2012 to add $50,000 to the Walnut Creek fourth cycle PDA planning grant and to move funds between two projects in the Sonoma County's County TLC Program.

Attachment B was revised on February 27, 2013 to redirect $50,000 to the City of San Jose's San Carlos Multimodal project from the Los Gatos Creek Reach 5 Trail project.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, and February 13, 2013.

Date: October 28, 2009
W.I.: 1512
Referred By: PAC

RE: New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, have or will develop a program of projects to be funded with STP and CMAQ funds in Cycle 1 for inclusion in the 2009 Transportation Improvement Program (TIP) including the subsequent TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2009 TIP and the subsequent TIP update will be subject to public review and comment; now therefore be it

RESOLVED that MTC approves the Project Selection Criteria, Policies, Procedures and Programming for the New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2009 TIP and the subsequent TIP update, subject to the final federal approval; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and amended in the TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on October 28, 2009

Date: November 18, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C
02/22/12-C
03/28/12-C
04/25/12-C

Attachment A
Resolution No. 3925

New Surface Transportation Authorization Act

Cycle 1 STP/CMAQ Project Selection Criteria and Programming Policy

Representing FY 2009-10, FY 2010-11, and FY 2011-12

Cycle 1 STP/CMAQ
Policy and Programming

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BACKGROUND

With the close of SAFETEA on September 30, 2009, an overall architecture is called for to guide upcoming programming decisions for the new six-year surface transportation authorization act (New Act) funding. The Cycle 1 Project Selection Criteria and Programming Policy guides the programming of the first three year increment of federal funding (FY 2009-10, FY 2010-11 and FY 2011-12) and establishes the overall framework and funding estimate for the final three years (FY2012-13 through FY2014-2015). Until this legislation is enacted, the next one or two years of funding will be authorized through extensions of the current act and its programs and the future funding programs will likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code.

MTC receives a share of federal funding for local programming. Among the various transportation programs established by SAFETEA, the Commission has discretion over regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds. The *New Surface Transportation Authorization Act Cycle 1 STP/CMAQ Project Selection Criteria and Programming Policy* outlines how the region proposes to use these funds for transportation needs in the MTC region and to implement the strategies and objectives of the Regional Transportation Plan, also referred as Transportation 2035 (T2035). T2035 is the Bay Area's comprehensive roadmap to guide transportation investments in mass transit, highway, airport, seaport, bicycle and pedestrian projects over 25 years. The programs recommended for funding under the Cycle 1 Project Selection Criteria and Programming Policy are an outgrowth of the transportation needs specifically identified by T2035.

NEW ACT FUND ESTIMATE

Without a new federal surface transportation authorization act, MTC can only make preliminary estimates of revenues. Therefore, as in the past, MTC will reconcile revenue levels following enactment of the New Act, and also address any changes in eligibility of revenue categories. It is estimated that roughly $1.4 billion is available for programming over the New Act period consisting of the following components.

STP/CMAQ and Transportation Enhancement (TE) Funds: $1.1 billion is available over the New Act, assuming a 4% growth rate, consistent with projections for T2035. Specifically the STP/CMAQ/TE programming capacity over Cycle 1 amounts to $485 million dollars, which is the subject of this Commission Action. This amount includes $22 million of Transportation Enhancement Funds, which will be programmed through the Regional Transportation Improvement Program (RTIP).

American Recovery and Reinvestment Act (ARRA) Backfill funding: The region will also be the beneficiary of $105 million in Regional Transportation Improvement Program/ Corridor Mobility Improvement Account (RTIP/CMIA) bond funding capacity as well as $7.5 million in TE for programming consideration as a result of recent ARRA programming activities.

"Anticipated" Funding: Further, $235 million is identified as "anticipated" over the six year period, which represents the additional increment of funding consistent with the House Transportation and Infrastructure Committee $500 billion proposal for authorization (10% growth rate). Staff recommends programming the first three years of

this amount (estimated to $60 million) under Cycle 1 should apportionments come in higher, once the New Act is authorized. Any increment realized would be allocated proportionately among the programs using the overall framework amounts shown under "anticipated revenue" as a guide and be taken to the Commission for approval. This approach applies only up to $235 million in revenues over the New Act period. Any revenue exceeding this amount is to be discussed further by the Partnership and other transportation stakeholders and ultimately is up to the discretion of the Commission.

New Act "Anticipated Funds" Distribution

(millions $s)

T 2035 Core Programs	Revenue Shares	Fund Amount
Freeway Performance Initiative (FPI)	13%	31
Climate Initiatives	20%	48
Regional Bicycle Program	8%	19
Transportation for Livable Communities (TLC)	18%	42
Transit Capital Rehabilitation	17%	39
Local Streets and Roads Rehabilitation*	23%	55
Total	**100%**	**235**

CYCLE 1 PROGRAMMING APPROACH

Resolution 3925 establishes an overall framework for this $1.4 billion in new funding spanning the six-year new surface transportation authorization act. As a starting point for determining Cycle 1 program commitments over the first three years of the six year New Act period, staff discussed with the Partnership the full six-year range of revenues and program needs to pinpoint program issues such as delivery schedules and when the programs' greatest needs occur, with an objective towards balancing needs over both the Cycle 1 (FY 2009-10, FY 2010-11, and FY 2011-12) and Cycle 2 (FY 2012-13, FY 2013-14, and FY 2014-15) periods. The overall six year framework is presented in Appendix A-1 showing revenues and program outlays for this $1.4 billion in new funding

While staff is presenting this overall programming framework, the Commission is being requested to adopt funding commitments for the first three-year period of as part of this resolution (Cycle 1, ARRA Backfill, and initial contingency priorities for "anticipated" revenues). In approximately two years, the Partnership and Commission will revisit the final three years of programming as laid out by the overall policy framework, once the new transportation authorization act has been enacted giving the region the opportunity to assess developments in revenue, new program requirements and regulations; and individual program issues

Programming of "anticipated" funding will await federal authorization legislation which will establish authorization levels and the availability of this funding increment. Then this resolution

will be revised by the Commission to provide this funding to T2035 core programs as designated in these Cycle 1 STP/CMAQ policies.

GENERAL PROGRAMMING POLICIES

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the STP/CMAQ Cycle 1 program, including policy and procedures meet the provisions of the MTC *Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities have been provided to other stakeholders and members to comment.

   Furthermore, investments made in the STP/CMAQ program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when asked to select projects for funding at the county level, CMAs must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

2. **2009 Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 1 STP/CMAQ program must be amended into the 2009 TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes.

3. **Minimum Grant Size.** STP/CMAQ grants per project cannot be programmed for less than $500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and $250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). CMAs may request exceptions through the strategic plan process, especially when balancing the objective of using the Local Streets and Roads distribution formula. The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC, Caltrans, and Federal Highway Administration staff.

4. **Commission Approval of Programs and Projects.** Federal funds are not accessible to a project sponsor unless they are included or "programmed" in the Transportation Improvement Program (TIP). The following steps lead up to the final TIP programming action by the Commission, which constitutes the final approval of funding to a program or project:

   a) Program Development including the development of objectives, eligibility criteria, and program rules. With the exception of indivisible projects/programs where no subsequent project selection occurs, many programs will require the subsequent

selection of a set of projects that meet the program rules and criteria. In this case, staff further develops federal funding programs in cooperation with the Partnership including public input; and takes the final program policy/rules or any subsequent revisions to the Commission for approval.

b) Selection of Projects: A program and its policies, which are approved by the Commission, govern the selection of projects. Attachment B, "Project List", to Resolution 3925 sets forth the programs and projects to be funded under the Cycle 1 Programming Policy. Depending on project selection responsibility, there are two scenarios:

- Outside agency staff and their governing boards (i.e. Congestion Management Agencies) manage a project selection process. For example, responsibility for project selection for a given Cycle 1 funding program (i.e. County TLC Program, Local Streets and Roads Rehabilitation Shortfall Program, Regional Bicycle Program) is assigned to Congestion Management Agencies (CMAs). In this case, the Commission will revise the TIP to include the resulting projects; and Attachment B may be amended by MTC's Executive Director to reflect these revisions.

- MTC staff and the Commission manage a project selection process. For example, responsibility for the project selection for a given Cycle 1 funding program (i.e. Regional TLC Program, Climate Initiatives) where responsibility for project selection in the framework of a Cycle 1 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be taken to the Commission for its review and approval.

c) TIP Revisions: All projects selected for funding in the Cycle 1 program must be in the TIP. Therefore, MTC will take action on each project as the funds are included in a TIP or any subsequent revision to a TIP project listing. MTC's Executive Director may update Attachment B to reflect approval of the funds in the TIP.

5. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2009 air quality conformity finding has been completed for the 2009 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 1 Program until the development of the 2011 TIP during spring 2010. Additionally, the U.S. Environmental Protection Agency designated the Bay Area as a non-attainment area for PM 2.5 starting December 14, 2009. Within 12 months of effective date of this classification, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed "Projects of Air Quality Concern" must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern are those projects result in significant increases in the number of or emissions from diesel vehicles.

6. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section

21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with Federal funds.

7. **Application, Resolution of Local Support**. Project sponsors/ implementing agencies must submit a completed project application for each project proposed for funding through MTC's Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff and 2) Resolution of Local Support approved by the project sponsor/ implementing agency's governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:
http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc
Sponsors of projects that have previously received STP/CMAQ or State Improvement Program (STIP) funds may rely on the prior Resolution of local support prepared for the same project, provided that the project scope remains unchanged.

8. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 1 STP/CMAQ Program to ensure 1) eligibility; 2) RTP consistency; and 3) project readiness. In addition, project sponsors must adhere to directives such as "Complete Streets" (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required non-federal matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

   ▶Federal Project Eligibility: STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

   CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

▶RTP Consistency: Projects included in the Cycle 1 STP/CMAQ Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 1 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.

▶Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists Policy): Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to project programming in the TIP. Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

▶Regional Project Delivery Policy. Cycle 1 STP/CMAQ funding is available in the following three fiscal years: FY 2009-10, 2010-11, and 2011-12. Funds may be programmed in any one of these years, conditioned upon the availability of obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in concert with the Partnership and project sponsors. However, funds MUST be obligated in the fiscal year programmed in the TIP, with all Cycle 1 funds, except the Lifeline Transportation Program (LTP), Doyle Drive Presidio Parkway and small/northbay operators payback, to be obligated no later than April 30, 2012. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP. The LTP funds advanced from Cycle 2 have an obligation deadline of April 30, 2014, consistent with the LTP requirements.

All Cycle 1 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606). Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy, which enforces fund obligation deadlines, and project substitution for STP and CMAQ funds. All funds are subject to award, invoicing and project close out requirements. Project sponsors must sign project supplementary agreements and award construction contracts within six months of obligation; and subsequently request reimbursements every six-twelve months to keep grants active. The failure to meet these deadlines will result in the deobligation of any unexpended fund balances for the project.

▶Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change.

▶Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional STP/CMAQ program is project specific and the STP and CMAQ funds programmed to projects are for those projects alone. The STP/CMAQ Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional STP and CMAQ funds. Project sponsors are responsible for securing the necessary non-federal match, and for cost increases or additional funding needed to complete the project including contingencies.

▶ Priority Development Areas (PDA) Based Funding Decisions: In Transportation 2035, the Commission's transportation/land use and climate change policies seek to align "focused growth" land use principles and transportation investments. As part of the ARRA program adoption last February, the Commission directed staff to begin developing a PDA investment strategy in advance of the new federal authorization. As it relates to the New Act programming, the following policies support PDA based funding strategies:

- *Transportation for Livable Communities:* All TLC projects must be located in priority development areas with additional weight given in project evaluation depending on whether the projects are in planned or proposed PDAs and based on proposed development intensity.
- *Climate Initiatives:* For the Innovative Grant element of the Climate Initiative, priority will be given to projects that are in PDAs, in addition to other program criteria and weighting factors.
- *Rehabilitation* – Streets and Roads and Transit: The current distribution formula prioritizes funding for local jurisdictions that are considered high-intensity PDAs. The allocation formula for streets and roads rehabilitation contains four factors, weighted 25% each, including population, lane mileage, arterial and collector shortfall, and preventive maintenance performance. The population and lane mileage factors result in the support of PDAs. To ensure this PDA emphasis, CMAs should, in general, use the same allocation formula for streets and roads distribution within the counties. The CMAs, through a required Strategic Plan, may proposal some modifications, including deferring some jurisdiction programming to Cycle 2 or using local funds, to address the competing objective of adhering to federal grant minimums.

PROGRAMMING CATEGORIES

The below table presents the New Act, Cycle 1 STP/CMAQ Program commitments followed by their program descriptions. In October the Commission approved STP/CMAQ funding for Regional Planning and Regional Operations programs, which was directed to continuing the on-going programs from SAFETEA that have a basis in the needs identified in Transportation 2035. Specific programs, projects and their Cycle 1 funding amounts are listed in Attachment B, including anticipated Cycle 2 commitments for information purposes. Additionally Appendix A-2 presents the specifics on the schedules of the various programs under the Cycle 1 STP/CMAQ program.

Cycle 1 Funding Summary (millions $, rounded)

Program Categories	ARRA Backfill TE/RTIP/CMIA Commitments	STP/CMAQ Commitments	3-year Total
1. SAFETEA OA Carryover	0	$54	$54
2. Regional Planning	0	$23	$23
3. Regional Operations	0	$84	$84
4. Freeway Performance Initiative	$74	$31	$105
5. Climate Initiatives	0	$80	$80
6. Regional Bicycle Program	$8	$19	$27
7. Transportation for Livable Communities	$0	$85	$85
8. Transit Capital Rehabilitation*	$0	$0	$0
9. Regional Streets and Roads Rehabilitation	$0	$100	$100
10. Strategic Investments	$31	$9	$40
TOTAL Commitments			**$ 598**

*This program will be funded in Cycle 2 to align with the time period when needs occur.

1. SAFETEA Obligation Authority (OA) Carryover ($54 million)

This obligation to payback OA owed to other regions in the State results in corresponding fund capacity reductions to the overall New Act program. As the MTC region enters the New Act with a negative carryover of $54 million, it remains uncertain how soon this OA payback would be requested by Caltrans, depending on OA used by other regions in the State. It is noteworthy, that MTC's ability to obligate quickly in the earlier years could be viewed as beneficial by Caltrans, allowing later payback of OA. In any event, it is prudent to anticipate payback during Cycle 1.

2. Regional Planning Activities ($23 million—potentially up to $27 million)

This program provides funding to the nine county Congestion Management Agencies (CMAs), the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. The

$23 million funding level reflects the Transportation 2035 commitment level by escalating at 4% per year from the base amount in FY 2008-09. In addition, it is proposed that the nine county CMAs will have the ability to use up to 4% of their respective block grants to supplement their planning revenues ($4 million which would be deducted from the STP/CMAQ allocated to the Regional Bicycle, TLC, and Regional Streets and Roads programs, managed by the CMAs.) These additional funds will be programmed for CMA planning activities and deductions made to the other programs once the CMAs make a request to MTC. (See Appendix A-3)

2. Regional Operations ($84 million)

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for TransLink®, 511, and Incident Management. In response to the elimination of STA funding to the Regional Operations Programs, an increment of $2.5 million has been added, as compared to Transportation 2035 assumptions for MTC project staff costs through FY 2012-13. Funding for this purpose in Cycle 2 will depend on the State of California fiscal situation. The program category is broken down into the following projects with their respective Cycle 1 grant amounts (rounded to nearest million dollars):

- ♦ TransLink® $29 million
- ♦ 511 $34 million
- ♦ Regional Marketing $ 2 million
- ♦ Incident Management $18 million

4. Freeway Performance Initiative ($105 million)

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways at a fraction of the cost of traditional highway widening projects. Eight metering projects are proposed, targeting high congestion corridors. These projects, listed in Appendix A-4, also include Traffic Operations System elements to better manage the system. MTC staff has been working with Caltrans and the CMAs to develop this system management program to provide sustainable and reliable congestion relief. MTC will perform overall program oversight and are currently pursuing innovative project delivery options, including design-build. This category includes $1.9 million per year, for a total of $5.7 million for performance monitoring activities, regional performance initiatives implementation and Regional Signal Timing Program.

5. Climate Initiatives ($80 million)

The Cycle 1 program has four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation. Within the total program amount, $3 million is also proposed to fund CMAQ eligible projects in Eastern Solano County per an agreement that covers the Sacramento Air Basin. The table below presents the program components and grant amounts, followed by program descriptions:

Cycle 1 Climate Intiatives Program Components and Funding (million $s)		
Program Components	Cycle 1 Program	%
	80	100%
Eastern Solano CMAQ	3	
Public Education / Outreach	10	13%
Safe Routes to Schools	17	23%
Innovative Grants	31	
SFgo*	15	60%
Climate Action Program Evaluation	4	5%
Total	80	100%

*Assumes SFgo partly funded in first cycle ($15M) and partly in second cycle ($5M)

Eastern Solano CMAQ Program ($3 million): These CMAQ funds come to MTC by way of the Sacramento Metropolitan Air Quality Management District's air basin which overlaps with the MTC region in Eastern Solano County. The Solano Transportation Authority will select projects in consultation with MTC and the Sacramento Air District per the existing memorandum of understanding.

Public Education / Outreach ($10 million): The objective of this program is to develop a regional campaign to reduce greenhouse gas emissions, influence the public to make transportation choices to reduce these emissions, and evaluate the effectiveness of strategies used. The following specific tasks are included:

- Launch a branded, Bay Area climate campaign in 2011;
- Develop tools to encourage smart driving or other emission reduction strategies; and
- Support school and youth programs to train the next generation.

This program will be further developed by MTC staff in cooperation with the Bay Area Air Quality Management District.

Safe Routes to Schools ($17 million): This element further implements Safe Routes to Schools (SR2S) programs region-wide with the overall goal of significantly reducing emissions related to school-related travel. It also increases the ability of Bay Area jurisdictions to compete for state and federal SR2S infrastructure grants. Within the SR2S program, $15 million is distributed among the nine Bay Area counties based on K-12 school enrollment. An additional $2 million would be available on a competitive basis to one or more counties to expand implementation of creative school-related emission reduction strategies and to determine their effectiveness and potential replication throughout the Bay Area. Appendix A-5 details the county distribution.

Innovative Grant Program ($46 million - $31 million competitive and $15 million for SFgo): The purpose of Innovative Grant Program is to fund a smaller number of higher-cost/higher-impact/innovative projects on a broader geographic scale (i.e., citywide or countywide). The Innovative Grant Program would achieve two basic objectives:

- Test the effectiveness of three strategies that have high potential for reducing emissions, but have not been sufficiently tested for replication on a larger scale throughout the Bay Area. Included in this category are: 1) Parking management/innovative pricing policies; 2)

Acceleration of efforts to shift to cleaner, low GHG vehicles; and 3) Transportation demand management strategies.

- Generate more Bay Area innovation and engage local communities by funding up to five major transportation-related projects that expand or combine strategies to measurably reduce emissions and showcase results at specific locations to increase understanding about whether these strategies result in cost-effective emission reduction and, if successful, how the results could be replicated elsewhere. Included in this category are: 1) Initiatives defined in locally-adopted Climate Action Plans or plan equivalent; or 2) Expansion of other innovative ideas that have yet to be fully evaluated as to their cost-effectiveness

This program is regionally competitive, giving higher priority to projects that are located in priority development areas (PDAs) and projects that offer contributions from other sources to leverage the CMAQ investment and build partnerships. The process for soliciting projects includes regional workshops, an abbreviated request for interest, and a more involved request for project proposals from projects deemed most promising from the request for interest review.

The staff proposal continues to include $20 million for the SFgo project as a component of the Climate Initiatives Program but recommends that the funding be split over the two cycles ($15 million in Cycle 1 and $5 million in Cycle 2) to provide more funding for the competitive innovative grant program. Should additional "anticipated" revenues become available, staff proposes to accelerate the remaining $5 million for SFGo. Further, if SFgo receives $5 million in other discretionary funding during Cycle 1, $5 million will revert to the Innovative Grant program. SFgo would support implementation of one of the region's Small Starts priorities - Van Ness Avenue BRT -- by upgrading the network communications infrastructure to install transit signal priority. The SFgo project includes traffic signal controllers linked by fiber-optic interconnect conduit and related communications systems to enable transit signal priority and optimize signal timings on Van Ness Muni routes and vehicles on crossing routes.

Climate Action Program Evaluation: The evaluation element is intended to serve a twofold purpose: 1) provide additional data for ongoing evaluation efforts that estimate project/program greenhouse gas emission impacts, including co-benefits for other criteria pollutants; and 2) assess the overall effectiveness of projects and programs funded by the Climate Action Program, including public education/outreach, SR2S, and innovative grants.

While the Safe Routes to Transit (SR2T) program is not currently being recommended as a stand-alone program element, staff recommends that a focused assessment and marketing program be conducted for the RM2-funded SR2T program during Cycle 1. Staff intends to work closely with the East Bay Bicycle Coalition and TransForm to design a SR2T evaluation and marketing program that evaluates selected in-progress and approved future projects and promotes the benefits and availability of selected existing projects and projects currently under development.

6. Regional Bicycle Program ($27 million)

Under Transportation 2035, these funds will be applied to completing the remaining unconstructed projects on the 2,100 mile Regional Bikeway Network in the MTC region. This includes completion of all on-street and grade separated bicycle and pedestrian paths in every

county. While the program does not specifically include pedestrian projects, shared use paths benefit both cyclists and pedestrians. The proposed distribution of $19.5 million to the counties is based on a hybrid formula consisting of 50% population, 25% bikeway network capital cost, and 25% unbuilt bikeway network miles. The distribution also includes a partial payback to counties that did not receive their population share under the regionally competitive Regional Bicycle and Pedestrian Program during SAFETEA with the remaining half of the payback proposed in Cycle 2. The $7.5 million in Transportation Enhancement portion of this program is subject to 2010 State Transportation Improvement Program rules. (See Appendix A-6 for fund distribution)

7. Transportation for Livable Communities (TLC) ($85 million)
$85 million is provided in Cycle 1 to allow for a TLC pilot program to launch a new approach based on discussions with our partners and stakeholders. In September, the Planning Committee approved several elements for the next TLC funding cycle including (1) the use of TLC funds to incentivize development in Priority Development Areas, (2) the size of TLC grants, (3) a menu of eligible program categories, including streetscapes (current program eligibility), as well as several new categories: non-transportation infrastructure, transportation demand management, and density incentives such as land banking or site assembly, and (4) split between the regional (2/3) and local (1/3) funding. TLC program funding will also support the Station Area Planning Grant program. The guidelines for the regional TLC program are included in the memorandum approved by the Commission in September 2009. (See Appendix A-7 for fund distribution)

8. Transit Capital Rehabilitation Shortfall ($0)
This program would not receive New Act funding until Cycle 2 ($125 million). This is supported by an assessment of 10-year needs and revenues showing that Federal Transit Administration formula funds exceed capped needs through FY2013. Consequently New Act funding needs will occur during Cycle 2 to address transit capital shortfalls in the region as identified in Transportation 2035. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the Transit Capital Priorities program.

9. Regional Streets and Roads Rehabilitation ($100 million): This program addresses rehabilitation shortfalls on the regional local streets and roads network. The program category amount includes $15 million for Federal Aid Secondary commitments direct to counties; $6 million for the Pavement Management Program (PMP) and Pavement Technical Assistance Program (PTAP). The balance of $65 million will be distributed to local jurisdictions by the CMAs to fund streets and roads rehabilitation projects. Details of these three program components follow:

- Federal Aid Secondary (FAS) Program Set-Aside: With the passage of ISTEA and the dissolution of the Federal Aid Secondary (FAS) program, California statutes guarantee the continuation of minimum funding to counties, guaranteeing their prior FAS shares. This entire six-year minimum requirement will be addressed upfront in Cycle 1. The funding will be programmed directly to the respective counties. (See Attachment B for fund distribution
- PTAP provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems, which is a

requirement to receive certain funding. PMP implements various data collection and analysis efforts including local roads needs assessments and inventory surveys, asset management analysis, training, and research and development of pavement and non-pavement preservation management techniques. These efforts feed into a number of the region's planning and asset management efforts

- Local Streets and Roads Shortfall Program: Funding is distributed down to a jurisdiction level using the formula previously agreed to by the Bay Area Partnership to fund streets and roads rehabilitation needs on the federal-aid system. Each of the formula factors are weighted 25 percent and the latest calculations available will be used to determine proportional shares. Funding for street and road rehabilitation will be distributed by an approved formula that uses jurisdictions' proportionate share of the region's population, lane mileage, Metropolitan Transportation System (MTS) funding shortfall and preventive maintenance performance score. (See Appendix A-8 for fund distribution.) In the case of Santa Clara County additional flexibility shall be given with respect to the distribution formula. Specifically, the CMA needs to work with the County of Santa Clara in distributing the Local Streets and Roads Shortfall Program funds to account for the Santa Clara County expressway system.

10. Strategic Investments ($40 million): Three projects are included under this category. The first two build on the momentum and meet the investment priorities of the Corridor Mobility and Trade Corridor programs. The third restores of partial funding to transit programs and projects that lost funding as a result of state and federal funding cuts, carrying through prior Commission commitments. A brief description of each project as well as the proposed funding amount is included below:

- *Corridor Mobility (Santa Clara Interstate 280 to Interstate 880 Direct Connector - $32 million):* This project will provide a direct freeway connector and interchange improvements to improve traffic operations, safety, and access. This project had been a candidate for Proposition 1B funding, and is now proposed as a strategic investment. This project's funding is subject to the availability of funding in the CMIA and RTIP programs as a result of the ARRA backfill; and the project must meet the delivery deadlines associated with these fund sources.
- *Trade Corridor (Richmond Rail Connector - $8 million):* The Richmond Rail Connector is a rail connection between the BNSF Railroad's Stockton Subdivision and Union Pacific Railroad's Martinez Subdivision near San Pablo, CA, just north of Richmond, CA. BNSF and UP, as well as the Capitol Corridor and Amtrak, all operate on the Martinez Subdivision. This project is needed to accommodate and better serve both current and future freight and passenger rail traffic on the Martinez Subdivision rail corridor while reducing the impacts on the local community. The proposed rail connector would eliminate the need for a number of long BNSF trains to continue to travel through downtown Richmond, thereby reducing traffic delays at local grade crossings, as well as vehicle emissions and noise impacts affecting Richmond residents. The $8 million is conditioned on BNSF securing the balance of the project funds. The estimated project cost is approximately $35 million, with 50 percent of the project costs coming from the state Proposition 1B Trade Corridors Improvement Fund (TCIF) program, and additional funds coming from BNSF Railroad. The project must

meet all criteria of TCIF program, including a minimum 1:1 match of the TCIF funds. MTC's funds will augment the local match amount contributed to or secured by BNSF for the project to leverage the TCIF funds.

- *MTC Resolution 3814 Transit Payback Commitment ($0; $31M in Cycle 2):* As part of the Transit Policy established in June 2007, in conjunction with Proposition 1B funding, MTC committed $62 million in future spillover revenues for Lifeline, Small Operators, SamTrans Right-of-way Settlement, and two capital projects – BART to Warms Springs and eBART. Given the proposal to suspend funding to transit for five years, MTC is proposing to meet roughly half of this 10-year commitment through a combination of distributions to-date and the proposed cycle programming. However, the proposal would fully fund the Lifeline and Small Operator commitment while delaying any funding to the two capital projects. The table below provides the proposed distribution:

STA Spillover Funding Agreement Per Resolution 3814 PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION						
Apportionment Category	MTC Resolution 3814 Original Schedule	%	FY 2007-08 Spillover Distribution	Unfunded Commitment	Proposed for Funding	Remaining Commitment
Lifeline	$ 10,000,000	16%	$ 1,028,413	$ 8,971,587	$ 8,971,587	$ -
Small Operators / North Counties	$ 3,000,000	5%	$ 308,524	$ 2,691,476	$ 2,691,476	$ -
BART to Warm Springs	$ 3,000,000	5%	$ 308,524	$ 2,691,476	$ -	$ 2,691,476
eBART	$ 3,000,000	5%	$ 308,524	$ 2,691,476	$ -	$ 2,691,476
Samtrans	$ 43,000,000	69%	$ 4,422,174	$ 38,577,826	$ 19,288,913	$ 19,288,913
Total	$ 62,000,000	100%	$ 6,376,158	$ 55,623,842	$ 30,951,976	$ 24,671,865

Should spillover return, the spillover funds could meet this obligation and staff would revisit the need for this pay back commitment. Also, in light of critical financial issues that SamTrans is facing, MTC would program SamTrans' amount as the first priority in Cycle 2, and commit to make this money available to SamTrans in the first year of Cycle 2 (FY 2012-13).

PROGRAM MANAGEMENT AND THE CONGESTION MANAGEMENT AGENCY BLOCK GRANT

Program management responsibilities will generally be split between MTC and the congestion management agencies (CMAs) as outlined in table below. MTC management role is limited to program areas of regional scope or with a network impact. Congestion management agencies would manage programs with a local/community focus.

Program Administration

Transportation 2035 Core Programs	Manager	Block Grant
Freeway Performance Initiative (FPI) and the Regional Signal Timing Program.	MTC, Caltrans and CMAs	
Climate Initiatives (Public Outreach/ Innovative Grants/ Evaluation)	MTC and Bay Area Air Quality Management District	
Climate Initiatives – Safe Routes to School	County – TBD and MTC regional coordination and assistance	
Regional Bicycle Program	CMAs	Yes
Climate Intiatives—Eastern Solano CMAQ	Solano Transportation Authority	
TLC – Regional	MTC	
TLC – County	CMAs	Yes
Regional Streets and Roads Rehabilitation	CMAs	Yes
Transit Capital Rehabilitation	MTC	

Further, for core programs managed by the CMAs, MTC will be making funding available to the CMAs by means of a "PDA block grant" to allow more flexibility and more strategic project selection. The block grant will encompass the Regional Bicycle Program, County TLC Program, and the Local Streets and Roads Shortfall Program. Appendix A-9 presents an overview of the funding made available to the CMAs under their block grants. The block grant program will function as follows:

- **CMA Block Grant Strategic Plan**: By April 1, 2010, CMAs are asked to submit a Strategic Plan to MTC outlining their approach for programming their block grants. This Plan should include:
    - Amount of funds for CMA planning purposes and rationale behind any flexing of program amounts within the Block Grant Programs (beyond the 20% noted above). Examples might include flexibility to deliver on a complete streets approach or deliver investments that better support PDAs. This would be submitted to the Commission for approval.
    - The approach used to select Local Streets and Roads Shortfall Program projects, if it differs from the MTC distribution formula.
    - Federal Funding Minimums: Unique circumstances or hardships may allow for modifications to this policy, which need to be discussed with MTC staff beforehand and included in the plan. Also for the Local Streets and Roads Shortfall Program, in order to balance the objectives of streamlining federal fund expenditures through project minimums and the requirement that CMAs should adhere to the distribution formula down to the jurisdiction level, CMAs may propose to defer some jurisdiction programming to Cycle 2 or to use local funds.
    - Safe Routes to Schools Program (SR2S) recommended county approach, including lead agency for project selection and federal funding recipient, and any

request for additional funding to expand implementation of creative school-related emission reduction strategies. MTC will coordinate the SR2S program, including reviewed and approval of county programs by the Commission. The CMAs are requested to provide assistance in the development of objectives and the definition of agency roles for this program within their respective jurisdictions. These will vary throughout the region and even within a county. There are various lead agencies for current Safe Routes to School programs including bicycle and regional coalitions, departments of health, congestion management agencies, offices of education, and cities. As part of the CMA Block Grant Strategic Plan, the CMA would identify the lead agency for plan implementation, the allocation of funds to specific implementation actions, performance targets, and plan for sustaining the SR2S program beyond the allocation of CMAQ funds.

- Complete Streets: A CMA should explore giving priority to funding projects that demonstrate a "complete streets" design approach by including pedestrian and/or bicycle projects in the project scope.
- Priority Development Area: The CMA should discuss its consideration of priority development areas and policies in its project selection approach.

- **Planning Activities**: Up to 4% may be used by CMAs for planning activities to be applied proportionately to all Block Grant programs within the county. Contract amendments to the Regional Planning agreements in March/April to capture any augmentations.

- **Flex provision**: Up to 20% of each program's funds may be flexed from one Block Grant program to fund another in order to recognize practical project delivery considerations and unique county priorities. CMAs can request flexibility beyond the 20% through their Strategic Plan for consideration by the Commission. Staff will provide a report on the flex provision of Cycle 1 for consideration by the Commission before programming Cycle 2.

- **Minimum Grant Size**: STP/CMAQ grants per project cannot be programmed for less than $500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and $250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). CMAs may request exceptions through the strategic plan process, especially when balancing the objective of using the Local Streets and Road distribution formula. The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC and Federal Highway Administration staff.

- **Unified Call for Projects**: CMAs are requested to issue one unified call for projects addressing all of their respective Block Grant programs in early 2010. Final project list is due to MTC by July 30, 2010. Goal is to reduce staff resources, coordinate all programs to respond to larger multi-modal projects, and give project sponsors the maximum time to deliver projects.

- **Project Delivery Deadlines**: CMAs must program their block grant funds over a two-year period with 50 percent programmed in FY 2010-11 and 50 percent in FY 2011-12. Expectation would be that LSR program would use capacity of the earlier year to provide more time for delivery challenges of RBP and TLC programs, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606) including the Request For Authorization (RFA) submittal deadline of February 1 and the obligation deadline of April 30 of the year the funds are programmed in the TIP.

PROGRAM SCHEDULE

Cycle 1 spans apportionments over three fiscal years: FY 2009-10, FY 2010-11, and FY 2011-12. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2009-10 funds. This strategy, at the same time, provides several months during FY 2009-10 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second and third years of the Cycle 1 period.

As a starting point, core programs' STP/CMAQ funds will need to be programmed in the TIP and delivered (obligated), 50% of their funds in each of the F 2010-11 and FY 2011-12 years. However; a program may deviate from this 50-50 percent split, depending on whether other program funding needs can be offset accordingly. Within their block grant programs, CMAs has this flexibility. Subsequently, MTC staff will work all program managers to develop a cash flow plan based on these needs prior to the start of Federal Fiscal year 2010-11 (July 30, 2010). Ultimately, all Cycle 1 projects must be delivered (funds obligated) by April 30, 2012, except the Lifeline Transportation Program, which has an obligation deadline of April 30, 2014, and the small/northbay operators transit payback program, which has an obligation deadline of April 30, 2015 and the Doyle Drive Presidio Parkway which has an obligation deadline of April 30 2016.

PROJECT LIST

Attachment B of Resolution 3925 contains the list of projects to be programmed under the New Surface Transportation Authorization Act, STP/CMAQ Cycle 1 Program. MTC staff will update the attachment to reflect Commission actions to revise the TIP, which address the addition of projects to the TIP, or subsequent project revisions.

Appendix A-1

New Federal Transportation Authorization Act
STP/CMAQ/TE with ARRA Backfill (CMIA/RTIP/TE) Outlay
April 25, 2012

(amounts in millions $)

Program and Project Investments Described in attached summary			Committed ARRA Programming	New Commitments					
				ARRA[1] Backfill CMIA/RTIP/TE	STP/CMAQ Cycle 1	STP/CMAQ RTIP/TE Cycle 2	ARRA Backfill STP/CMAQ RTIP/TE Total	Anticipated Revenue[2]	Total New Commitment
			08/09	08/09	09/10 - 10/11 - 11/12	12/13 - 13/14 - 14/15	09/10-14/15	Amount	
Estimated Apportionment Revenues			662	113	530	580	1,222	235	1,457
Annual Programs									
1	Required	SAFETEA OA Carryover *							
2	On-Going	Regional Planning			23	25	48		48
3	On-Going	Regional Operations			84	74	158		158
Total					107	99	206		206
T 2035 Core Programs									
4	Focus 1	Freeway Performance Initiative (FPI) *	19	74	51	66	191	31	222
5	Focus 2	Climate Initiatives *			85	35	120	48	168
6	Focus 2	Regional Bicycle Program	10	8	19	20	47	19	67
7	Focus 2	Transportation for Livable Communities (TLC)			89	96	185	42	228
8	Focus 3	Transit Capital Rehabilitation *	356			125	125	39	164
9	Focus 3	Regional Streets and Roads Rehabilitation *	145		100	77	177	55	232
Total			531	82	345	419	845	235	1,080
Strategic Investments									
10		Safety Projects (Vasco Road and North Bay counties)	13						
11		Express Lane Network (580 and 237/880)	14						
12		Advance Prop 1B Construction (Caldecott Tunnel)	105						
13		Corridor Mobility (SCL I/C Imps)		31	1		32		32
14		MTC Res 3814 Transit Payback Commitment			31		31		31
15		Trade Corridor (Richmond Rail Connector)			8		8		8
16		Suicide Deterrent System (GGBHTD Exchange)			5		5		5
17		Doyle Drive/Presidio Parkway *			34		34		34
Total			131	31	79		110		110
Grand Total			662	113	530	518	1,161	235	1,395

NOTE: Actual amounts may vary due to rounding

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[1] $112.5 M in ARRA Backfill is included within the $661.9 M ARRA Programming Amount ($105 M in RTIP & CMIA for Caldecott Tunnel and $7.5M for TE)

[2] Anticipated revenues are based on a 10% annual authorization increase as compared to the assumed 4% in the base proposal over six years. Portion available for Cycle 1 programming is $60 million from apportionments over the first three years.

* (1) SAFETEA OA Carryover in Cycle 1 reduced from $54M to $0 to accommodate $20 M advanced for FPI from Cycle 2 to Cycle 1 and $34M directed to Doyle Drive/Presdido Parkway

* (4) Freeway Performance Initiative (FPI) - Assumes $34 million in San Francisco RTIP funding

* (5) Climate Initiatives Includes $20M for SFgo for Cycle 1

* (8) Transit Capital Rehabilitation - Includes Preventive Maintenance

* (9) Regional Streets and Roads Rehabilitation - Includes PTAP and FAS of $28M for Cycles 1 & 2

* (17) Doyle Drive / Presdido Parkway - $34.0M for delivery in either FY 14 or FY 15. Equivalent amount of of $34.0M in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes.

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	Cycle 1 Funding*
Transportation for Livable Communities (TLC)	Regional TLC Program Station Area Planning Grant Program (SAP) County TLC Program	MTC will solicit projects and program into the TIP CMAs will select projects for the County TLC Program and subsequently submit an approved list of projects to MTC for final approval into the TIP	First Call: Winter 2010; Future call TBD SAP call: Summer 2010 First half of 2010	$85 million
Transit Capital Rehabilitation	This program addresses transit capital shortfalls in the region as identified in Transportation 2035.	To be determined during the development of Cycle 2.	Specific projects to be determined during Cycle 2.	$0; needs occur during Cycle 2
Regional Streets and Roads Rehabilitation	$6 million of this program will be used towards the continuation of the Pavement Technical Assistance Program (PTAP) Local roadway (pavement or non-pavement) rehabilitation projects on the Federal-Aid System (MTS)	MTC will conduct call for projects for PTAP funding. Counties will program FAS set-aside directly into the TIP. CMAs will solicit projects using the remaining balance, select projects, and subsequently submit an approved list of projects to MTC for final approval into the TIP.	Annual grant cycle First half of 2010	$100 million
Strategic Investments	• Corridor Mobility (Santa Clara Interstate 280 to Interstate 880 Direct Connector - $32 million): • Trade Corridor (Richmond Rail Connector - $8 million)	N/A	N/A	$40 million
Total Cycle 1 Program:				$544 million

*Funding does not include anticipated funds.

Appendix A-3
New Act Cycle 1 STP/CMAQ
Regional Planning Activities (PL)
December 16, 2009

(thousands $)

County CMA Planning Activities	09-10	10-11	11-12	Total
Alameda	822	855	889	2,566
Contra Costa	650	676	703	2,029
Marin	572	595	619	1,786
Napa	572	595	619	1,786
San Francisco	598	622	647	1,867
San Mateo	572	595	619	1,786
Santa Clara	910	946	984	2,840
Solano	572	595	619	1,786
Sonoma	572	595	619	1,786
County CMA Planning SubTotal	5,840	6,074	6,318	18,232
Regional Agency Planning Activities				
ABAG	572	595	619	1,786
BCDC	286	298	310	893
MTC	572	595	619	1,786
Regional Planning SubTotal	1,430	1,488	1,548	4,465
Regional Planning Program Grand Total	7,270	7,562	7,866	22,697

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Appendix A-4

New Act Cycle 1 STP/CMAQ/CMIA/RTIP
Freeway Performance Initiative (FPI) Project List
September 22, 2010

PRIOR ARRA COMMITMENTS

(thousands $)

Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Committed ARRA	Cumulative ARRA
15340	SM 280	SB; Route 1 to Route 380	9 RMs	$4,900	$2,100	$7,000	$7,000	$7,000
15130	SCL 280	SB; Menker to 11th	8 Ramp Meters (RMs)	$5,000	$2,000	$7,000	$7,000	$14,000
15034	SCL 280	NB; Vine to Leland	7 RMs	$3,400	$1,600	$5,000	$5,000	$19,000
							Committed ARRA Subtotal	**$19,000**

NEW ACT CYCLE 1 (FY 09/10 - FY 11/12)

Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Cycle 1 Funding *	Cycle 1 Cumulative Funding
-	-	signal timing, perf. monitoring & implementation					$8,558	$8,558
15300	ALA 92	EB; SM Bridge to Route 880	7 RMs	$3,872	$2,365	$6,237	$6,237	$14,795
15420	SCL 85	Route 280 to Route 101	14 RMs + 14 TOS elements	$8,552	$3,135	$11,687	$4,687	$19,482
15113	ALA 580	Route 880 to SCL Co. line	25 RMs + 69 TOS elements	$12,425	$4,416	$16,841	$6,841	$26,323
15320	SCL 680	Route 101 to ALA co. line	32 RMs + 23 TOS elements	$16,295	$5,611	$21,906	$11,906	$38,229
15310	ALA 680	CC co. line to SCL co. line	30 RMs + 67 TOS elements	$28,112	$8,301	$36,413	$36,413	$74,642
15330	SCL 101	101/85 IC south to SBT co. line	27 RMs + 46 TOS elements	$19,215	$6,612	$25,827	$4,290	$78,932
15350	SOL 80	SR 37 to I-505	42 RMs	$21,000	$7,068	$28,068	$28,068	$107,000
15160	MRN 101	SF Co. Line to SON Co. Line	43 RMs	$23,700	$5,000	$28,700	$5,000	$112,000
TOS22	SOL 80	I-505 to YOL Co. Line	19 RMs + 150 TOS elements	$20,000	$7,000	$27,000	$7,000	$119,000
15270	CC 4	Alhambra Ave. to Loveridge Road	4 RMs + 40 TOS elements	$6,400	$2,500	$8,900	$2,500	$121,500
15148	ALA 880	Davis St to SCL co. line	8 RMs + 60 TOS elements	$10,000	$3,500	$13,500	$3,500	$125,000
							Cycle 1 Subtotal	**$125,000**

NEW ACT CYCLE 2 (FY 12/13 - FY 14/15)

EA	Route	Location	Description	costs	costs	Total Cost	Funding	Cumulative
-	-	signal timing, perf. monitoring & implementation					$6,000	$6,000
15160	MRN 101	SF Co. Line to SON Co. Line	43 RMs	$23,700	$5,000	$28,700	$23,700	$29,700
TOS22	SOL 80	I-505 to YOL Co. Line	19 RMs + 150 TOS elements	$20,000	$7,000	$27,000	$20,000	$49,700
15270	CC 4	Alhambra Ave. to Loveridge Road	4 RMs + 40 TOS elements	$6,400	$2,500	$8,900	$6,400	$56,100
15148	ALA 880	Davis St to SCL Co. Line	8 RMs + 60 TOS elements	$10,000	$3,500	$13,500	$10,000	$66,100
TOS19	SON 101	Marin Co. Line to Mendocino Co. Line	40 RMs + 108 TOS elements	$24,000	$6,900	$30,900	$30,900	$97,000
							Cycle 2 Subtotal	**$97,000**

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GRAND TOTAL **$241,000**

* Project adjustments if needed will be taken to the Commission through a TIP amendment
* Project list updated September 22, 2010. Notable revisions include:
  (1) The elimination of SM 101 because we received state funds;
  (2) Addition of SON 101 and;
  (3) Redirected costs based on recent bid prices.

Appendix A-5
New Act Cycle 1 STP/CMAQ
Safe Routes To School
December 16, 2009

(thousands $)

Estimated Cost of Program	Total School Enrollment (K-12)[1]		Total Annual Funding	Cycle 1 Total Funding
	Attendance	%		
Innovative Approaches				
	TBD	TBD	$667	$2,000
Innovative Approaches SubTotal	**TBD**	**TBD**	**$667**	**$2,000**
Supplemental School Roll-out			**$5,000**	**$15,000**
Alameda	239,163	21%	$1,073	$3,220
Contra Costa	183,230	16%	$822	$2,467
Marin	35,260	3%	$158	$475
Napa	23,406	2%	$105	$315
San Francisco	80,177	7%	$360	$1,079
San Mateo	106,160	10%	$476	$1,429
Santa Clara	300,064	27%	$1,346	$4,039
Solano	69,972	6%	$314	$942
Sonoma	76,836	7%	$345	$1,034
Supplemental School Roll-out SubTotal	**1,114,268**	**100%**	**$5,000**	**$15,000**
Safe Routes To School Grand Total			**$5,667**	**$17,000**

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Notes:

1) Figures from the California Department of Education's website for FY 2008-09 and include both public and private schools

Appendix A-6
New Act Cycle 1 STP/CMAQ
Regional Bicycle Program (RBP)
December 16, 2009

(thousands $)

County	CMAQ Funds	TE Funds *	Total Funds
Alameda	$3,836	$1,557	$5,393
Contra Costa	$2,367	$1,009	$3,376
Marin	$1,649	$294	$1,943
Napa	$605	$183	$788
San Francisco	$1,368	$797	$2,165
San Mateo	$1,739	$827	$2,566
Santa Clara	$4,638	$1,824	$6,462
Solano	$1,349	$477	$1,826
Sonoma	$1,949	$581	$2,530
Totals	**$19,500**	**$7,549**	**$27,049**

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Notes

Transportation Enhancement (TE) funds are programmed as part of the 2010 STIP, a separate Commission action

Appendix A-7
New Act Cycle 1 STP/CMAQ
Transportation for Livable Communities (TLC)
February 22, 2012

($ in thousands)

Estimated Cost of Program	2007 Population	Percentage	Fund Distribution
Regional TLC Program			
Competitive	6,958,473		**$60,767**
Regional TLC Program Subtotal			**$60,767**
County TLC Program			
Alameda	1,464,202	21.0%	$5,962
Contra Costa	1,019,640	14.7%	$4,152
Marin	248,096	3.6%	$1,010
Napa	132,565	1.9%	$540
San Francisco	764,976	11.0%	$3,115
San Mateo	706,984	10.2%	$2,878
Santa Clara	1,748,976	25.1%	$7,121
Solano	408,599	5.9%	$1,664
Sonoma	464,435	6.7%	$1,891
County TLC Program Subtotal	**6,958,473**	**100.0%**	**$28,333**
Grand Total			**$89,100**

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Appendix A-8
New Act Cycle 1 STP/CMAQ
Local Streets & Roads (LS&R) Shortfall Program Fund Distribution
December 16, 2009

ALAMEDA COUNTY

Jurisdiction	Total Share
County of Alameda	$ 1,167,832
Alameda	$ 872,194
Albany	$ 122,023
Berkeley	$ 994,629
Dublin	$ 570,036
Emeryville	$ 135,621
Fremont	$ 3,028,368
Hayward	$ 1,391,442
Livermore	$ 1,070,502
Newark	$ 710,725
Oakland	$ 3,768,142
Piedmont	$ 69,746
Pleasanton	$ 912,261
San Leandro	$ 840,217
Union City	$ 896,412
COUNTY TOTAL	$ 16,550,149

CONTRA COSTA COUNTY

Jurisdiction	Total Share
County of Contra Costa	$ 1,608,148
Antioch	$ 1,021,185
Brentwood	$ 440,501
Clayton	$ 152,858
Concord	$ 1,149,694
Danville	$ 369,404
El Cerrito	$ 249,814
Hercules	$ 278,080
Lafayette	$ 231,129
Martinez	$ 404,618
Moraga	$ 280,677
Oakley	$ 408,325
Orinda	$ 218,486
Pinole	$ 179,376
Pittsburg	$ 454,372
Pleasant Hill	$ 316,734
Richmond	$ 1,362,912
San Pablo	$ 180,159
San Ramon	$ 441,969
Walnut Creek	$ 993,717
COUNTY TOTAL	$ 10,742,158

MARIN COUNTY

Jurisdiction	Total Share
County of Marin	$ 873,788
Belvedere	$ 23,556
Corte Madera	$ 74,214
Fairfax	$ 63,840
Larkspur	$ 76,244
Mill Valley	$ 128,163
Novato	$ 371,718
Ross	$ 19,390
San Anselmo	$ 108,142
San Rafael	$ 540,115
Sausalito	$ 81,513
Tiburon	$ 74,219
COUNTY TOTAL	$ 2,434,904

NAPA COUNTY

Jurisdiction	Total Share
County of Napa	$ 548,047
American Canyon	$ 202,930
Calistoga	$ 46,553
Napa	$ 970,989
St. Helena	$ 94,985
Yountville	$ 16,489
COUNTY TOTAL	$ 1,879,992

SAN FRANCISCO COUNTY

Jurisdiction	Total Share
San Francisco	$ 7,745,198
COUNTY TOTAL	$ 7,745,198

SAN MATEO COUNTY

Jurisdiction	Total Share
County of San Mateo	$ 650,090
Atherton	$ 98,193
Belmont	$ 276,426
Brisbane	$ 76,353
Burlingame	$ 310,836
Colma	$ 31,863
Daly City	$ 835,767
East Palo Alto	$ 266,321
Foster City	$ 200,296
Half Moon Bay	$ 78,404
Hillsborough	$ 176,757
Menlo Park	$ 250,119
Millbrae	$ 242,031
Pacifica	$ 400,648
Portola Valley	$ 103,135
Redwood City	$ 668,428
San Bruno	$ 390,507
San Carlos	$ 199,706
San Mateo	$ 748,813
So. San Francisco	$ 688,301
Woodside	$ 97,202
COUNTY TOTAL	$ 6,790,197

SANTA CLARA COUNTY*

Jurisdiction	Total Share
County of Santa Clara	$ 1,756,931
Campbell	$ 334,650
Cupertino	$ 450,383
Gilroy	$ 640,094
Los Altos	$ 269,959
Los Altos Hills	$ 98,166
Los Gatos	$ 298,800
Milpitas	$ 692,347
Monte Sereno	$ 31,120
Morgan Hill	$ 477,228
Mountain View	$ 552,215
Palo Alto	$ 572,327
San Jose	$ 8,319,770
Santa Clara	$ 1,211,962
Saratoga	$ 336,183
Sunnyvale	$ 1,191,206
COUNTY TOTAL	$ 17,233,340

SOLANO COUNTY

Jurisdiction	Total Share
County of Solano	$ 1,067,867
Benicia	$ 301,570
Dixon	$ 229,739
Fairfield	$ 1,433,558
Rio Vista	$ 89,091
Suisun City	$ 457,586
Vacaville	$ 1,216,032
Vallejo	$ 1,669,077
COUNTY TOTAL	$ 6,464,521

SONOMA COUNTY

Jurisdiction	Total Share
County of Sonoma	$ 4,769,815
Cloverdale	$ 56,626
Cotati	$ 89,045
Healdsburg	$ 177,125
Petaluma	$ 1,015,233
Rohnert Park	$ 534,215
Santa Rosa	$ 2,032,465
Sebastopol	$ 76,593
Sonoma	$ 69,189
Windsor	$ 339,235
COUNTY TOTAL	$ 9,159,541

BAY AREA SHARES

Jurisdiction	Total Share	% Share
Alameda	16,550,149	20.9%
Contra Costa	10,742,158	13.6%
Marin	2,434,904	3.1%
Napa	1,879,992	2.4%
San Francisco	7,745,198	9.8%
San Mateo	6,790,197	8.6%
Santa Clara	17,233,340	21.8%
Solano	6,464,521	8.2%
Sonoma	9,159,541	11.6%
Total	**79,000,000**	**100.0%**

*In the case of Santa Clara County additional flexibility shall be given with respect to the distribution formula. Specifically, the CMA needs to work with the County of Santa Clara in distributing the Local Streets and Roads Shortfall Program funds to account for the Santa Clara County expressway system.

Appendix A-9
New Act Cycle 1 STP/CMAQ
CMA Block Grant Program
December 16, 2009

(thousands $)

Counties	Regional Bicycle	County TLC	LS&R Rehab.	County Total	CMA Planning (max. 4%)
Alameda	$3,836	$5,962	$16,550	$26,348	TBD
Contra Costa	$2,367	$4,152	$10,742	$17,261	TBD
Marin	$1,649	$1,010	$2,435	$5,094	TBD
Napa	$605	$540	$1,880	$3,025	TBD
San Francisco	$1,368	$3,115	$7,745	$12,228	TBD
San Mateo	$1,739	$2,878	$6,790	$11,407	TBD
Santa Clara	$4,638	$7,121	$17,233	$28,992	TBD
Solano	$1,349	$1,664	$6,465	$9,478	TBD
Sonoma	$1,949	$1,891	$9,160	$13,000	TBD
Totals	**$19,500**	**$28,333**	**$79,000**	**$126,833**	TBD

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Notes

LSR Rehab Does not include PTAP/PMP/FAS

TLC amount reflects one third of total TLC program - to be admininstered by County CMAs

RBP distribution based formula: (50% population/25% cost/25% miles with reconciliation).
TE program component ($7.5 million) is outside of the block grant.

A CMA may deviate from program targets up to 20% for use in the other program categories.

CMAs may optionally deduct up to 4% if the top of their block grant programs (STP/CMAQ) proportionately to fund planning activities. Subsequent deductions would need to be applied to the program amounts excepting the ECMAQ program and $8M of the Transportation Enhancement Funds under the Regional Bicycle Program.

Attachment B

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C
10/27/10-C 02/23/10-C
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METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
February 27, 2013

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING			**$529,828,976**	**$112,882,000**	**$642,710,976**
1. REGIONAL PLANNING ACTIVITIES (PL)					
Regional Agency Planning Activities					
ABAG Planning	Region-Wide	ABAG	$1,786,000	$0	$1,786,000
BCDC Planning	Region-Wide	BCDC	$893,000	$0	$893,000
MTC Planning	Region-Wide	MTC	$1,786,000	$0	$1,786,000
SUBTOTAL			$4,465,000	$0	$4,465,000
County CMA Planning Activities					
CMA Planning - Alameda	Alameda	ACTC	$2,566,000	$0	$2,566,000
CMA Planning - Contra Costa	Contra Costa	CCTA	$2,029,000	$0	$2,029,000
CMA Planning - Marin	Marin	TAM	$1,786,000	$0	$1,786,000
CMA Planning - Napa	Napa	NCTPA	$1,786,000	$0	$1,786,000
CMA Planning - San Francisco	San Francisco	SFCTA	$1,867,000	$0	$1,867,000
CMA Planning - San Mateo	San Mateo	SMCCAG	$1,786,000	$0	$1,786,000
CMA Planning - Santa Clara	Santa Clara	VTA	$2,840,000	$0	$2,840,000
CMA Planning - Solano	Solano	STA	$1,786,000	$0	$1,786,000
CMA Planning - Sonoma	Sonoma	SCTA	$1,786,000	$0	$1,786,000
SUBTOTAL			$18,232,000	$0	$18,232,000
1. REGIONAL PLANNING ACTIVITIES (PL)		**TOTAL:**	**$22,697,000**	**$0**	**$22,697,000**
2. REGIONAL OPERATIONS (RO) PROGRAMS					
Regional Operations					
Clipper® Fare Card Collections System	Region-Wide	MTC	$19,772,000	$0	$19,772,000
Clipper® Fare Card Collections System	Region-Wide	GGBHTD	$8,900,000	$0	$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	Region-Wide	SamTrans	$228,000	$0	$228,000
511 - Traveler Information	Region-Wide	MTC	$34,500,000	$0	$34,500,000
Regional Transportation Marketing	Region-Wide	MTC	$2,100,000	$0	$2,100,000
SUBTOTAL			$65,500,000	$0	$65,500,000
FSP/Incident Management	Region-Wide	SAFE	$18,400,000	$0	$18,400,000
SUBTOTAL			$18,400,000	$0	$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS		**TOTAL:**	**$83,900,000**	**$0**	**$83,900,000**
3. FREEWAY PERFORMANCE INITIATIVE (FPI)					
Freeway Performance Initiative					
Regional Performance Monitoring	Region-Wide	MTC	$750,000	$0	$750,000
Regional Performance Initiatives Implementation	Region-Wide	SAFE	$4,058,000	$0	$4,058,000
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC	$3,750,000	$0	$3,750,000
SUBTOTAL			$8,558,000	$0	$8,558,000
Ramp Metering and TOS Elements					
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Alameda	Caltrans	$1,557,000	$4,680,000	$6,237,000
FPI - SCL SR 85: I-280 to US 101	Santa Clara	Caltrans	$2,058,000	$2,629,000	$4,687,000
FPI - ALA I-580: SSJ Co. Line to I-880	Alameda	Caltrans	$2,920,000	$3,921,000	$6,841,000
FPI - SCL I-680: US 101 to ALA Co. Line	Santa Clara	Caltrans	$3,697,000	$8,209,000	$11,906,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Alameda	Caltrans	$5,413,000	$31,000,000	$36,413,000
FPI - SCL US 101: SBT Co. Line to SR 85	Santa Clara	Caltrans	$4,290,000	$0	$4,290,000
FPI - SOL I-80: SR 37 to I-505	Santa Clara	Caltrans	$4,550,000	$23,518,000	$28,068,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Marin	Caltrans	$5,000,000	$0	$5,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Solano	Caltrans	$7,000,000	$0	$7,000,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Contra Costa	Caltrans	$2,500,000	$0	$2,500,000
FPI - ALA I-880: SCL CO. Line to Davis Street	Alameda	Caltrans	$3,500,000	$0	$3,500,000
SUBTOTAL			$42,485,000	$73,957,000	$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)		**TOTAL:**	**$51,043,000**	**$73,957,000**	**$125,000,000**
4. CLIMATE CHANGE INITIATIVES (CCI)					
Eastern Solano CMAQ Program					
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Solano	Vacaville	$810,000	$0	$810,000
Vacaville Intermodal Station Phase 2	Solano	Vacaville	$975,000	$0	$975,000
STA - Solano Napa Commuter Information (SNCI)	Solano	STA	$445,000	$0	$445,000
STA - Solano Safe Routes To School Program	Solano	STA	$215,000	$0	$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano	Solano County	$555,000	$0	$555,000
SUBTOTAL			$3,000,000	$0	$3,000,000
Public Education/Outreach					
Public Education and Outreach	Region-Wide	MTC	$9,300,000	$0	$9,300,000
Spare the Air	Region-Wide	BAAQMD	$700,000	$0	$700,000
SUBTOTAL			$10,000,000	$0	$10,000,000
Safe Routes To Schools - Regional Competitive					
The BikeMobile: A Bike Repair and Encouragement Vehicle	Alameda	ACTC	$500,000	$0	$500,000
Venetia Valley School SR2S Imps (Green Ways to School Through Social Networking)	Marin	TAM Marin County	$383,000	$0	$383,000

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T4 FIRST CYCLE PROGRAMMING			**$529,828,976**	**$112,882,000**	**$642,710,976**
Bay Area School Transportation Collaborative	Region-Wide	ACWMA	$867,000	$0	$867,000
Education and Encouragement School Route Maps	Solano	STA	$250,000	$0	$250,000
SUBTOTAL			$2,000,000	$0	$2,000,000
Safe Routes To Schools - County					
Specific projects TBD by CMAs					
Alameda County Safe Routes to School Program	Alameda	ACTC	$2,069,065	$0	$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	Alameda	ACE	$1,150,935	$0	$1,150,935
Brentwood School Area Safety Improvements	Contra Costa	Brentwood	$432,000	$0	$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa	Contra Costa County	$265,000	$0	$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Contra Costa	Danville	$365,000	$0	$365,000
Moraga Way Pedestrian Pathway	Contra Costa	Orinda	$166,000	$0	$166,000
Lisa Lane Sidewalk Project	Contra Costa	Pleasant Hill	$250,000	$0	$250,000
Central-East County Safe Routes to School Program	Contra Costa	Pleasant Hill	$725,000	$0	$725,000
Richmond Safe Routes to School Cycle 2 Project	Contra Costa	Richmond	$264,000	$0	$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	Marin	TAM	$475,000	$0	$475,000
Napa County Safe Routes to School Program Expansion	Napa	NCTPA	$315,000	$0	$315,000
San Francisco Safe Routes to School Education and Outreach	San Francisco	SF Dept. of Public Health	$500,000	$0	$500,000
Sunset and AP Giannini Safe Routes to School Improvements	San Francisco	SFMTA	$579,000	$0	$579,000
San Mateo County Safe Routes to School Program	San Mateo	CCAG	$1,429,000	$0	$1,429,000
Mountain View VERBS Program	Santa Clara	Mountain View	$500,000	$0	$500,000
Palo Alto Safe Routes to School	Santa Clara	Palo Alto	$528,000	$0	$528,000
San Jose Walk N' Roll - Non Infrastructure	Santa Clara	San Jose	$943,000	$0	$943,000
San Jose Walk N' Roll - Safe Access	Santa Clara	San Jose	$568,000	$0	$568,000
Santa Clara VERBS Program	Santa Clara	Santa Clara (City)	$500,000	$0	$500,000
Santa Clara County Safe Routes to School Program	Santa Clara	Santa Clara County	$1,000,000	$0	$1,000,000
Suisun City - Grizzly Island Trail	Solano	Suisun City	$300,000	$0	$300,000
STA - Solano County Safe Routes to School Program	Solano	STA	$642,000	$0	$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma	Sonoma County	$1,034,000	$0	$1,034,000
SUBTOTAL			$15,000,000	$0	$15,000,000
Innovation Grants					
Berkeley Transportation Action Plan (B-TAP)	Alameda	Berkeley	$2,000,000	$0	$2,000,000
Shore Power Initiative	Alameda	Port of Oakland	$3,000,000	$0	$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Region-Wide	Alameda County	$2,808,000	$0	$2,808,000
Bike-sharing Pilot Program	Region-Wide	BAAQMD	$4,291,000	$0	$4,291,000
Cold-In-Place (CIP) Pavement Recycling	Region-Wide	City of Napa	$2,000,000	$0	$2,000,000
Bus Automated Vehicle Locators (AVLs)	Region-Wide	Santa Rosa	$600,000	$0	$600,000
Dynamic Rideshare	Region-Wide	SCTA	$1,500,000	$0	$1,500,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	Region-Wide	SFCTA	$1,700,000	$0	$1,700,000
Electric Vehicle Funding Strategies	Region-Wide	TBD	$2,000,000	$0	$2,000,000
Public-Private Partnership TDM	San Francisco	SFCTA	$750,000	$0	$750,000
SFgo	San Francisco	SFMTA	$20,000,000	$0	$20,000,000
Electric Vehicle (EV) Taxi Corridor	San Francisco	SFMTA	$6,988,000	$0	$6,988,000
TDM Strategies for Redwood City	San Mateo	SamTrans	$1,487,000	$0	$1,487,000
Innovative Bicycle Detection Systems	Santa Clara	San Jose	$1,500,000	$0	$1,500,000
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)	Sonoma	Stewart's Point Rancheria	$0	$376,000	$376,000
SUBTOTAL			$50,624,000	$376,000	$51,000,000
Climate Action Program Evaluation					
Specific projects TBD by the Commission	Region-Wide	MTC	$4,000,000	$0	$4,000,000
SUBTOTAL			$4,000,000	$0	$4,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)		**TOTAL:**	**$84,624,000**	**$376,000**	**$85,000,000**
5. REGIONAL BICYCLE PROGRAM (RBP) *					
Bike/Ped Program					
Specific projects TBD by County CMAs					
Bicycle - Alameda - Block Grant RBP Implementation	Alameda	ACTC	$153,000	$0	$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	Contra Costa	CCTA	$47,000	$0	$47,000
Bicycle - Marin - Block Grant RBP Implementation	Marin	TAM	$66,000	$0	$66,000
Bicycle - Napa - Block Grant RBP Implementation	Napa	NCTPA	$24,000	$0	$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	San Francisco	SFCTA	$55,000	$0	$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	San Mateo	SMCCAG	$70,000	$0	$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	Santa Clara	SCVTA	$186,000	$0	$186,000
Bicycle - Solano - Block Grant RBP Implementation	Solano	STA	$54,000	$0	$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	Sonoma	SCTA	$49,000	$0	$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Alameda	Albany	$1,702,000	$0	$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Alameda	Oakland	$435,000	$0	$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Alameda	Pleasanton	$709,000	$0	$709,000
Union City Blvd Bicycle Lanes Phase I	Alameda	Union City	$860,000	$0	$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Contra Costa	Concord	$666,000	$0	$666,000

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T4 FIRST CYCLE PROGRAMMING			**$529,828,976**	**$112,882,000**	**$642,710,976**
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Contra Costa	Pittsburg	$900,000	$0	$900,000
Richmond - Barrett Avenue Bicycle Lanes	Contra Costa	Richmond	$600,000	$0	$600,000
Larkspur - Dougherty Drive Bikeway	Marin	Larkspur	$85,000	$0	$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Marin	Sausalito	$88,000	$0	$88,000
TAM - Central Marin Ferry Connection	Marin	TAM	$1,410,000	$0	$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	Napa	City of Napa	$170,000	$0	$170,000
Napa - California Blvd Bicycle Lanes	Napa	City of Napa	$200,000	$0	$200,000
Napa County - Valley Vine Trail Bicycle Path	Napa	NCTPA	$211,000	$0	$211,000
San Francisco - Marina Green Trail Improvements	San Francisco	SFDPW	$988,000	$0	$988,000
San Francisco - Cargo Way Bicycle Improvements	San Francisco	Port of San Francisco	$185,000	$0	$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	San Mateo	Half Moon Bay	$420,000	$0	$420,000
Redwood City - Bair Island Bay Trail Gap Closure	San Mateo	Redwood City	$337,000	$0	$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	San Mateo	Redwood City	$256,000	$0	$256,000
South San Francisco - Bicycle Lanes Gap Closure	San Mateo	South San Francisco	$261,000	$0	$261,000
Campbell Ave Bicycle Lane and Sidewalk	Santa Clara	Campbell	$424,000	$0	$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Santa Clara	Gilroy	$672,000	$0	$672,000
San Jose - Los Gatos Creek Reach 5 Trail	Santa Clara	San Jose	**$1,200,000**	$0	**$1,200,000**
San Jose San Carlos Multimodal Streetscape - Phase II	**Santa Clara**	**San Jose**	**$50,000**	$0	**$50,000**
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara	Santa Clara City	$1,258,000	$0	$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara	Santa Clara City	$1,081,000	$0	$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Santa Clara	Sunnyvale	$437,000	$0	$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Solano	Fairfield	$221,000	$0	$221,000
Suisun City - Grizzly Island Trail Project	Solano	Suisun City	$814,000	$0	$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Sonoma	Healdsburg	$876,000	$0	$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Sonoma	Santa Rosa	$948,000	$0	$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma	Sonoma Co. Reg Parks	$620,000	$0	$620,000
Berkely Bay Trail (TE)	Alameda	Bekeley	$0	$1,557,000	$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Contra Costa	Lafayette	$0	$1,009,000	$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin	Marin Couty	$0	$294,000	$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Napa	Yountville	$0	$183,000	$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco	San Francisco MTA	$0	$235,000	$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco	San Francisco MTA	$0	$388,000	$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco	San Francisco MTA	$0	$174,000	$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo	San Mateo County	$0	$200,000	$200,000
Bayshore Bicycle Lane	San Mateo	Brisbane	$0	$627,000	$627,000
Gilroy Schools Pedestrain and Bicycle Lane Access Improvements (TE)	Santa Clara	Gilroy	$0	$697,000	$697,000
Safe Routes to Schools, Pedestrain and Bicycle Improvements (TE)	Santa Clara	Los Altos Hills	$0	$467,000	$467,000
Guadalupe River Trail, Tasman Undercrossing (TE)	Santa Clara	San Jose	$0	$660,000	$660,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Solano	Fairfield	$0	$400,000	$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	Solano	STA	$0	$77,000	$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Sonoma	Rohnert Park	$0	$581,000	$581,000
SUBTOTAL			$19,788,000	$7,549,000	$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)		**TOTAL:**	**$19,788,000**	**$7,549,000**	**$27,337,000**

* NOTE: Regional Bicycle Program STP fund administered by County CMAs as part of the Block Grant Program.
* NOTE: Regional Bicycle Program TE funds to be programmed by County CMAs in 2010 RTIP

6. TRANSPORTATION FOR LIVABLE COMMUNITES (TLC) *					
TLC / Station Area Planning Implementation					
ABAG Station Area Planning Implementation	Region-Wide	ABAG	$450,000	$0	$450,000
MTC Station Area Planning Implementation	Region-Wide	MTC	$762,000	$0	$762,000
Station Area Plans					
Central Fremont – City Center	Alameda	Fremont	$224,000	$0	$224,000
South Fremont/Warm Springs BART Station	Alameda	Fremont	$276,000	$0	$276,000
Walnut Creek BART	Contra Costa	Walnut Creek	$500,000	$0	$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	San Francisco	$68,000	$0	$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	San Francisco	$300,000	$0	$300,000
Downtown South San Francisco / Caltrain Station	San Mateo	South San Francisco	$600,000	$0	$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Santa Clara	Sunnyvale	$450,000	$0	$450,000
Priority Development Area (PDA) Planning					
Alameda Naval Air Station	Alameda	Alameda (City)	$200,000	$0	$200,000
Ashland East 14th Street/Mission Blvd	Alameda	Alameda County	$400,000	$0	$400,000
Warm Springs/South Fremont BART	Alameda	Fremont	$300,000	$0	$300,000
Concord Downtown BART	Contra Costa	Concord	$480,000	$0	$480,000
Concord Naval Weapons Station/N. Concord BART	Contra Costa	Concord	$240,000	$0	$240,000
South Richmond	Contra Costa	Richmond	$496,000	$0	$496,000
Treasure Island Mobility Management	San Francisco	San Francisco	$500,000	$0	$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	San Francisco	$200,000	$0	$200,000
El Camino/San Antonio	Santa Clara	Mountain View	$400,000	$0	$400,000
Central Rohnert Park	Sonoma	Rohnert Park	$448,000	$0	$448,000

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Unprogrammed Priority Development Area (PDA) Planning Reserve	Region-Wide	TBD	$1,101,000	$0	$1,101,000
Smart Growth Technical Assistance Program	Region-Wide	MTC	$360,000	$0	$360,000
Transit Oriented Development (TOD)					
SF Park Parking Pricing *(Transit Oriented Affordable Housing Exchange)*	San Francisco	SFMTA	$10,000,000	$0	$10,000,000
SUBTOTAL			$18,755,000	$0	$18,755,000
Regional Transportation for Livable Communities (TLC) Program					
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Alameda	BART	$860,000	$0	$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	Alameda	BART / Berkeley	$1,805,000	$0	$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Alameda	Dublin	$647,000	$0	$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Alameda	Hayward	$1,800,000	$0	$1,800,000
Livermore Land Banking/Site Assembly at Chestnut St Site	Alameda	Livermore	$2,500,000	$0	$2,500,000
Oakland Foothill Boulevard Streetscape	Alameda	Oakland	$2,200,000	$0	$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	Alameda	San Leandro	$4,610,000	$0	$4,610,000
Union City Intermodal Station East Plaza	Alameda	Union City	$4,450,000	$0	$4,450,000
Richmond Nevin Avenue Imps	Contra Costa	Richmond	$2,654,000	$0	$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	San Francisco	$1,381,000	$0	$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	San Francisco	$2,109,000	$0	$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	San Francisco	$2,800,000	$0	$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	San Francisco	$1,120,000	$0	$1,120,000
San Carlos East Side Community Transit Connectivity	San Mateo	San Carlos	$2,221,000	$0	$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	San Mateo	$605,000	$0	$605,000
San Jose The Alameda - A Plan for The Beautiful Way	Santa Clara	San Jose	$3,132,000	$0	$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	Santa Clara	San Jose	$1,425,000	$0	$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	Santa Clara	San Jose	$2,024,000	$0	$2,024,000
Vallejo Downtown Streetscape Phase 3	Solano	Vallejo	$400,000	$0	$400,000
Cotati Train Depot	Sonoma	Cotati	$1,516,000	$0	$1,516,000
Petaluma Boulevard South Road Diet	Sonoma	Petaluma	$708,000	$0	$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Sonoma	Santa Rosa	$1,045,000	$0	$1,045,000
SUBTOTAL			$42,012,000	$0	$42,012,000
County Transportation for Livable Communities (TLC) Program					
Specific projects TBD by CMAs					
County TLC - Alameda - Block Grant TLC Implementation	Alameda	ACTC	$238,000	$0	$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	Contra Costa	CCTA	$83,000	$0	$83,000
County TLC - Marin - Block Grant TLC Implementation	Marin	TAM	$40,000	$0	$40,000
County TLC - Napa - Block Grant TLC Implementation	Napa	NCTPA	$22,000	$0	$22,000
County TLC - San Francisco - Block Grant TLC Implementation	San Francisco	SFCTA	$125,000	$0	$125,000
County TLC - San Mateo - Block Grant TLC Implementation	San Mateo	SMCCAG	$115,000	$0	$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	Santa Clara	SCVTA	$285,000	$0	$285,000
County TLC - Solano - Block Grant TLC Implementation	Solano	STA	$67,000	$0	$67,000
County TLC - Sonoma - Block Grant TLC Implementation	Sonoma	SCTA	$47,000	$0	$47,000
BART - MacArthur Station Entry Plaza Renovation	Alameda	BART	$625,000	$0	$625,000
Fremont - Midtown Catalyst Project	Alameda	Fremont	$1,600,000	$0	$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Alameda	Livermore	$1,566,000	$0	$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Alameda	Livermore	$176,000	$0	$176,000
Oakland - MacArthur Blvd Streetscape	Alameda	Oakland	$1,700,000	$0	$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	Contra Costa	El Cerrito	$816,000	$0	$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Contra Costa	Lafayette	$1,690,000	$0	$1,690,000
Richmond - Nevin Avenue Improvements	Contra Costa	Richmond	$1,217,000	$0	$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin	Marin County	$970,000	$0	$970,000
American Canyon - PDA Development Plan	Napa	American Canyon	$318,000	$0	$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	Napa	American Canyon	$200,000	$0	$200,000
San Francisco - Folsom Streetscape (Complete Streets)	San Francisco	SFDPW	$1,065,000	$0	$1,065,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	San Francisco	$948,000	$0	$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	San Francisco	SFDPW	$1,104,000	$0	$1,104,000
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	San Mateo	Burlingame	$301,000	$0	$301,000
Daly City - Citywide Accessibility Improvements	San Mateo	Daly City	$420,000	$0	$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	San Mateo	Millbrae	$355,000	$0	$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Mateo	San Bruno	$263,000	$0	$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Mateo	San Bruno	$654,000	$0	$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	San Mateo	$503,000	$0	$503,000
Campbell - Winchester Blvd Streetscape Phase II	Santa Clara	Campbell	$1,500,000	$0	$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Santa Clara	Milpitas	$788,000	$0	$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara	Santa Clara VTA	$1,100,000	$0	$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara	Santa Clara Co.	$500,000	$0	$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Santa Clara	Saratoga	$1,161,000	$0	$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Santa Clara	Sunnyvale	$523,000	$0	$523,000
Sunnyvale - Downtown Streetscape	Santa Clara	Sunnyvale	$594,000	$0	$594,000

Attachment B

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C 02/27/13-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
February 27, 2013

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING			**$529,828,976**	**$112,882,000**	**$642,710,976**
Vallejo - Streetscapes Improvements	Solano	Vallejo	$1,277,000	$0	$1,277,000
Cotati - Downtown Streetscape	Sonoma	Cotati	$1,100,000	$0	$1,100,000
Cotati Train Depot	Sonoma	Cotati	$200,000	$0	$200,000
SUBTOTAL			$26,256,000	$0	$26,256,000
6. TRANSPORTATION FOR LIVABLE COMMUNITES (TLC)		**TOTAL:**	**$87,023,000**	$0	**$87,023,000**
* NOTE: Two thirds of the TLC Program administered by MTC. One third admininstered by County CMAs, as part of the Block Grant Program.					
7. LOCAL STREETS AND ROADS (LSR)					
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	$4,500,000	$0	$4,500,000
Pavement Management Program (PMP)	Region-Wide	MTC	$1,500,000	$0	$1,500,000
SUBTOTAL			$6,000,000	$0	$6,000,000
Federal Aid Secondary (FAS) Committment *					
Specific projects TBD by Counties					
Alameda County - Rural Roads Pavement Rehabilitation	Alameda	Alameda County	$2,135,000	$0	$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa	Contra Costa County	$1,611,000	$0	$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin	Marin County	$1,006,000	$0	$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa	Napa County	$312,000	$0	$312,000
Napa County - Various Streets Rehabilitation	Napa	Napa County	$1,114,000	$0	$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo	San Mateo County	$1,070,000	$0	$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara	Santa Clara County	$2,041,000	$0	$2,041,000
Solano County - Pavement Overlay Program	Solano	Solano County	$1,807,000	$0	$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma	Sonoma County	$3,917,000	$0	$3,917,000
SUBTOTAL			$15,013,000	$0	$15,013,000
Local Streets and Roads (LSR) Rehabililtation **					
Specific projects TBD by CMAs					
LS&R Rehab - Alameda - Block Grant LS&R Implementation	Alameda	ACTC	$662,000	$0	$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	Contra Costa	CCTA	$215,000	$0	$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	Marin	TAM	$97,000	$0	$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	Napa	NCTPA	$75,000	$0	$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	San Francisco	SFCTA	$310,000	$0	$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	San Mateo	SMCCAG	$272,000	$0	$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	Santa Clara	SCVTA	$689,000	$0	$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	Solano	STA	$259,000	$0	$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	Sonoma	SCTA	$229,000	$0	$229,000
Alameda - Otis Drive Reconstruction	Alameda	Alameda (City)	$837,000	$0	$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda	Alameda County	$1,121,000	$0	$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Alameda	Albany	$117,000	$0	$117,000
Berkeley - Sacramento Street Rehabilitation	Alameda	Berkeley	$955,000	$0	$955,000
Dublin - Citywide Street Resurfacing	Alameda	Dublin	$547,000	$0	$547,000
Fremont - Various Streets Pavement Rehabilitation	Alameda	Fremont	$2,706,550	$0	$2,706,550
Fremont - Osgood Road Rehabilitation	Alameda	Fremont	$431,450	$0	$431,450
Hayward - Various Streets Pavement Rehabilitation	Alameda	Hayward	$1,336,000	$0	$1,336,000
Livermore - Various Streets Rehabilitation	Alameda	Livermore	$1,028,000	$0	$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Alameda	Newark	$682,000	$0	$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Alameda	Oakland	$3,617,000	$0	$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Alameda	Pleasanton	$876,000	$0	$876,000
San Leandro - Marina Blvd Street Rehabilitation	Alameda	San Leandro	$807,000	$0	$807,000
Union City - Dyer Street Rehabilitation	Alameda	Union City	$861,000	$0	$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Contra Costa	Antioch	$1,907,000	$0	$1,907,000
Brentwood - Various Streets Overlay	Contra Costa	Brentwood	$823,000	$0	$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Contra Costa	Concord	$2,147,000	$0	$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa	Contra Costa County	$2,121,000	$0	$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Contra Costa	Pittsburg	$848,000	$0	$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Contra Costa	Richmond	$500,000	$0	$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	Contra Costa	San Ramon	$825,000	$0	$825,000
Walnut Creek - Various Arterials and Colletors Rehabilitation	Contra Costa	Walnut Creek	$1,856,000	$0	$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin	Marin County	$1,196,000	$0	$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Marin	Mill Valley	$123,000	$0	$123,000
San Rafael - Citywide Street Resurfacing	Marin	San Rafael	$1,019,000	$0	$1,019,000
Napa - Linda Vista Pavement Overlay	Napa	City of Napa	$654,000	$0	$654,000
Napa - Cape Seal Pavement Rehabilitation	Napa	City of Napa	$625,000	$0	$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa	Napa County	$526,000	$0	$526,000
San Francisco - Folsom Streetscape (Complete Streets)	San Francisco	SFDPW	$3,200,000	$0	$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	San Francisco	SFDPW	$530,000	$0	$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	San Francisco	SFDPW	$350,000	$0	$350,000
San Francisco - Citywide San Francisco Street Improvements	San Francisco	SFDPW	$3,368,000	$0	$3,368,000
Burlingame - Street Resurfacing Program 2010-11	San Mateo	Burlingame	$308,000	$0	$308,000
Daly City - Various Streets Rehabilitation	San Mateo	Daly City	$1,058,000	$0	$1,058,000
Menlo Park - Various Streets Resurfacing	San Mateo	Menlo Park	$385,000	$0	$385,000

Attachment B

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C
10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C
06/22/11-C 09/28/11-C
10/26/11-C 01/25/12-C
02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C
07/25/12-C 09/26/12-C
02/27/13-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
February 27, 2013

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING			**$529,828,976**	**$112,882,000**	**$642,710,976**
Pacifica - Various Streets Pavement Rehabilitation	San Mateo	Pacifica	$383,000	$0	$383,000
Redwood City - Various Streets Overlay	San Mateo	Redwood City	$946,000	$0	$946,000
San Bruno Various Streets Resurfacing	San Mateo	San Bruno	$398,000	$0	$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Mateo	San Carlos	$319,000	$0	$319,000
San Mateo - Various Streets Rehabilitation	San Mateo	San Mateo (City)	$1,255,000	$0	$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo	San Mateo County	$1,416,000	$0	$1,416,000
South San Francisco - Various Streets Resurfacing	San Mateo	So. San Francisco	$712,000	$0	$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Santa Clara	Campbell	$500,000	$0	$500,000
Cupertino - Various Streets Pavement Rehabilitation	Santa Clara	Cupertino	$500,000	$0	$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Santa Clara	Gilroy	$614,000	$0	$614,000
Los Altos - San Antonio Road Microseal	Santa Clara	Los Altos	$259,000	$0	$259,000
Los Gatos - University Avenue Rehabilitation	Santa Clara	Los Gatos	$500,000	$0	$500,000
Mountain View - Church Street Improvements	Santa Clara	Mountain View	$530,000	$0	$530,000
Palo Alto - Various Streets Pavement Overlay	Santa Clara	Palo Alto	$549,000	$0	$549,000
San Jose - Various Streets Rehabilitation	Santa Clara	San Jose	$7,987,000	$0	$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara	Santa Clara (City)	$1,163,000	$0	$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara	Santa Clara County	$1,157,000	$0	$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara	Santa Clara County	$530,000	$0	$530,000
Saratoga - Various Streets and Roads Rehabilitation	Santa Clara	Saratoga	$500,000	$0	$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Santa Clara	Sunnyvale	$638,000	$0	$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Santa Clara	Sunnyvale	$1,117,000	$0	$1,117,000
Benicia - Columbus Parkway Overlay	Solano	Benicia	$371,000	$0	$371,000
Fairfield - Various Streets Overlay	Solano	Fairfield	$1,370,000	$0	$1,370,000
Solano County Pavement Overlay	Solano	Solano County	$1,689,000	$0	$1,689,000
Suisun City - Pintail Drive Resurfacing	Solano	Suisun City	$437,000	$0	$437,000
Vacaville - Various Streets Overlay	Solano	Vacaville	$1,324,000	$0	$1,324,000
Vallejo - Citywide Street Overlay	Solano	Vallejo	$1,595,000	$0	$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Sonoma	Petaluma	$1,036,000	$0	$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Sonoma	Rohnert Park	$563,000	$0	$563,000
Santa Rosa - Various Streets Citywide Overlay	Sonoma	Santa Rosa	$2,072,000	$0	$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma	Sonoma Co. TPW	$4,912,000	$0	$4,912,000
Windsor - Hembree Lane Resurfacing	Sonoma	Windsor	$348,000	$0	$348,000
SUBTOTAL			$80,789,000	$0	$80,789,000
7. LOCAL STREETS AND ROADS (LSR)		**TOTAL:**	**$101,802,000**	**$0**	**$101,802,000**
8. REGIONAL STRATEGIC INVESTMENTS (RSI)					
Richmond Rail Connector	Contra Costa	Caltrans	$8,000,000	$0	$8,000,000
SCL I-280 I/C Improvements	Santa Clara	VTA	$1,000,000	$31,000,000	$32,000,000
Doyle Drive/Presidio Parkway *****	San Francisco	SFCTA	$34,000,000	$0	$34,000,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterent)	Marin	GGBH&TD	$5,000,000	$0	$5,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	San Mateo	SamTrans	$15,942,309	$0	$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	San Mateo	SamTrans	$1,231,388	$0	$1,231,388
SamTrans Advanced Communications System Upgrades (for Caltrain Right-Of-Way Payback)	San Mateo	SamTrans	$2,115,216	$0	$2,115,216
Small/Northbay Operators (Transit Payback Commitment)	Various	Various			
Specific projects TBD by Small/Northbay operators	Various	Various	$2,691,476	$0	$2,691,476
SUBTOTAL			$69,980,389	$31,000,000	$100,980,389
8. REGIONAL STRATEGIC INVESTMENTS (RSI)		**TOTAL:**	**$69,980,389**	**$31,000,000**	**$100,980,389**
9. LIFELINE TRANSPORTAITON PROGRAM (LIFE)					
Transit Payback Commitment: Lifeline Transportation Program					
Community Based Transportation Plan Updates	Alameda	ACTC	$475,000	$0	$475,000
Cherryland - Hathaway Avenue Transit Access Improvements	Alameda	Alameda County	$430,000	$0	$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Improvements	Alameda	AC Transit	$1,225,539	$0	$1,225,539
Baypoint - Canal Road Bike/Ped Improvements	Contra Costa	Contra Costa County	$1,000,000	$0	$1,000,000
Richmond Easy Go Low-Income Mobility Access Improvements	Contra Costa	Richmond	$203,291	$0	$203,291
Advanced Communications and Information System	Marin	GGBHTD	$233,728	$0	$233,728
Community Based Transportation Plan Updates	Napa	NCTPA	$80,000	$0	$80,000
ADA Bus Stop Upgrades	Napa	NCTPA	$116,794	$0	$116,794
Lifeline - San Francisco - Specific Project(s) TBD by SFCTA per MTC Resolution 4053	San Francisco	TBD	$1,175,105	$0	$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Improvements	San Mateo	Redwood City	$339,924	$0	$339,924
City of San Mateo - North Central Ped Infrastructure Improvements	San Mateo	San Mateo (City)	$339,924	$0	$339,924
East San Jose Pedestrian Improvements	Santa Clara	Santa Clara County	$2,127,977	$0	$2,127,977
Fairfield-Suisun - Local Bus Replacement	Solano	Fairfield-Suisun Transit	$481,368	$0	$481,368

* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that:
An amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary (FAS) program in federal fiscal year 1990-91 be apportioned for use by that
The FAS amounts in Cycle 1 represent the total annual FAS committments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes designated FAS, and therefore is not entitled to any FAS share.
** NOTE: Local Streets and Roads Rehab administered by County CMAs as part of the Block Grant Program.

Attachment B

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C
10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C
06/22/11-C 09/28/11-C
10/26/11-C 01/25/12-C
02/22/12-C 03/28/12-C
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07/25/12-C 09/26/12-C
02/27/13-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
February 27, 2013

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING			**$529,828,976**	**$112,882,000**	**$642,710,976**
Vacaville - Accessible Paths to Transit	Solano	Vacavile	$40,000	$0	$40,000
Healdsburg Pedestrian Safety & Access Improvements	Sonoma	Healdsburg	$202,937	$0	$202,937
Central Sonoma Valley Trail	Sonoma	Sonoma County	$500,000	$0	$500,000
SUBTOTAL			$8,971,587	$0	$8,971,587
9. LIFELINE TRANSPORTAITON PROGRAM (LIFE)		**TOTAL:**	**$8,971,587**	**$0**	**$8,971,587**
First Cycle Total			**$529,828,976**	**$112,882,000**	**$642,710,976**

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** NOTE: Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval. The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

*** NOTE: All funds are subject to applicable regional, state and federal requirements and deadlines. Funds that miss established deadlines are considered lapsed and are no longer available for the project.

**** NOTE: Santa Clara VTA agrees to provide an equal amount of local/STIP funds for a TLC project by Fall 2014. If VTA has not programmed an equal amount, MTC will recommend programming of Santa Clara's RTIP share.

***** NOTE: Doyle Drive/Presidio Parkway - Contingent upon $34 million in future San Francisco RTIP funds being prioritized for regional FPI/Express Lanes after Planning, Programming and Monitoring (PPM) the remaining $88 million commitment to the Central Subway project.

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APPENDIX A – 25

Specific Funding Programs

Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 2, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

MTC Resolution No. 4035

Date: May 17, 2012
W.I.: 1512
Referred by: Planning
Revised: 10/24/12-C 11/28/12-C
12/19/12-C 01/23/13-C
02/27/13-C

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed $20 million of the $40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the $20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning

activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; and to the Programming and Allocations Committee dated February 13, 2013.

Date: May 17, 2012
W.I.: 1512
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16: Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

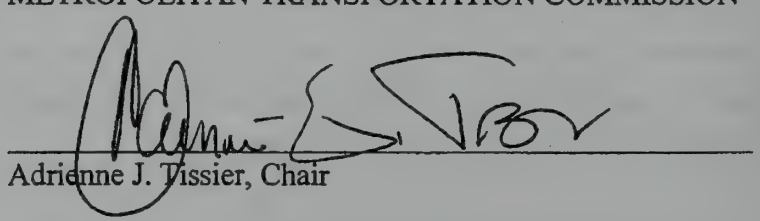
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Date: May 17, 2012
W.I.: 1512
Referred by: Planning
Revised: 10/24/12-C
11/28/12-C
12/19/12-C
02/27/12-C

Attachment A
Resolution No. 4035

Cycle 2 Program
Project Selection Criteria and Programming Policy

For
FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16

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Cycle 2 Program
Policy and Programming

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BACKGROUND

Anticipating the end of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) on September 30, 2009, MTC approved Cycle 1 commitments (Resolution 3925) along with an overall framework to guide upcoming programming decisions for Cycle 2 to address the new six-year surface transportation authorization act funding. However, the successor to SAFETEA has not yet been enacted, and SAFETEA has been extended through continuing resolutions. Without the new federal surface transportation act, MTC may program funds forward based on reasonable estimates of revenues. It is estimated that roughly $795 million is available for programming over the upcoming four-year Cycle 2 period.

Cycle 2 covers the four years from FY 2012-13 to FY 2015-2016 pending the enactment of the new authorization and/or continuation of SAFETEA.

This attachment outlines how the region will use Cycle 2 funds for transportation needs in the MTC region. Funding decisions continue to implement the strategies and objectives of the Regional Transportation Plan (RTP), Transportation 2035, which is the Bay Area's comprehensive roadmap to guide transportation investments in surface transportation including mass transit, highway, local road, bicycle and pedestrian projects over the long term. The program investments recommended for funding in Cycle 2 are an outgrowth of the transportation needs identified by the RTP and also take into consideration the preferred transportation investment strategy of the Sustainable Communities Strategy (SCS).

Appendix A-1 provides an overview of the Cycle 2 Program commitments which contain a regional program component managed by MTC and a county program component to be managed by the counties.

CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

MTC receives federal funding for local programming from the State for local programming in the MTC region. Among the various transportation programs established by SAFETEA, this includes regional Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) Program and to a lesser extent, Regional Transportation Improvement Program (RTIP) and Transportation Enhancement (TE) funds. The STP/CMAQ/RTIP/TE programming capacity in Cycle 2 amounts to $795 million. The Commission programs the STP/CMAQ funds while the California Transportation Commission programs the RTIP and TE Funds. Furthermore, the Bay Area Air Quality Management District (BAAQMD) is contributing Transportation Fund for Clean Air (TFCA) funding to Cycle 2. Below are issues to be addressed as the region implements Cycle 2 programming, particularly in light that approval of Cycle 2 will precede approval of the new federal transportation act.

Revenues: A revenue growth rate of 3% over prior federal apportionments is assumed for the first year – FY 2012-13. Due to continued uncertainties with federal funding, the estimated revenues for the later years of the program, FY 2013-14 through FY 2015-16, have not been escalated, but held steady at the estimated FY 2012-13 apportionment amount. If there are significant reductions in federal apportionments over the Cycle 2 time period, as in the past, MTC will reconcile the revenue levels following enactment of the New Act by making adjustments later if needed, by postponement of projects or adjustments to subsequent programming cycles.

Fund Sources: Development of the new federal surface transportation authorization will need to be closely monitored. New federal programs, their eligibility rules, and how funding is distributed to the states and regions could potentially impact the implementation of the Cycle 2 Regional and One Bay Area Grant (OBAG) Programs. It is anticipated that any changes to the federal programs would likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code, though the actual fund sources will likely no longer be referred as STP/CMAQ/TE in the manner we have grown accustomed. Therefore, reference to specific fund sources in the Cycle 2 programming is a proxy for replacement fund sources for which MTC has programming authority.

NEW FUNDING APPROACH FOR CYCLE 2—THE ONEBAYAREA GRANT

For Cycle 2, the OneBayArea Grant (OBAG) is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments. This is accomplished through the following policies:

- Using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program in the North Bay counties that will support open space preservation in Priority Conservation Areas (PCA).
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program targets. A significant amount of funding that was used for regional programs in Cycle 1 is shifted to local programs (the OneBayArea Grant). The OBAG program allows investments in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities, while also providing targeted funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

Project List

Attachment B of Resolution 4035 contains the list of projects to be programmed under the Cycle 2 Program. Attachments B-1 and B-2 are listings of projects receiving Cycle 2 funding, and reflects the programs and projects included in the regional and OBAG programs respectively. The listing is subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAs for funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected by the Commission and CMAs and are included in the federal TIP.

OneBayArea Grant Fund Distribution Formula

The formula used to distribute OneBayArea Grant funding to the counties takes into consideration the following factors: population, past housing production, future housing commitments as determined by the Association of Bay Area Governments (ABAG) Regional Housing Needs

Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction's proportionate share of the regional total for each factor:

OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

* RHNA 2014-2022
**Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region's Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG's next housing report to be published in 2013. The formula also recognizes jurisdictions' RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY2015-16) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the Cycle 2 program, including policy and procedures meet the provisions of the MTC *Public Participation Plan*. MTC's advisory committees and the Bay

Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the Cycle 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-5).

2. **Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 2 Program must be amended into the federal TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be amended by MTC staff to reflect these revisions. Where responsibility for project selection in the framework of a Cycle 2 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be reviewed and approved by the Commission.

3. **Minimum Grant Size.** The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff. Funding grants per project must therefore be a minimum of $500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and $250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).

   To provide flexibility, alternatively an averaging approach may be used. A CMA may program grant amounts no less than $100,000 for any project, provided that the overall average of all grant amounts within their OBAG program meets the county minimum grant amount threshold.

   Given the typical smaller scale of projects for the Safe Routes to School (SRTS) program, a lower threshold applies to the regional Safe Routes to School Program projects which have a minimum grant size of $100,000.

4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2011 air quality conformity finding has been completed for the 2011 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 2 Program until

the development of the 2013 TIP during spring 2013. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for PM 2.5. Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed "Projects of Air Quality Concern" must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern (POAQC) are those projects that result in significant increases in the number of or emissions from diesel vehicles.

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.

6. **Application, Resolution of Local Support**. Project sponsors must submit a completed project application for each project proposed for funding through MTC's Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff, and 2) Resolution of Local Support approved by the project sponsor's governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link: http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc

7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 2 Program to ensure 1) eligibility; 2) consistency with the RTP; and 3) project readiness. In addition, project sponsors must adhere to directives such as "Complete Streets" (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

   ▶ Federal Project Eligibility: STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code..

   CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance

programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

In the event that the next surface transportation authorization materially alters these programs, MTC staff will work with project sponsors to match projects with appropriate federal fund programs. MTC reserves the right to assign specific fund sources based on availability and eligibility requirements.

▶RTP Consistency: Projects included in the Cycle 2 Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 2 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.

▶Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists) Policy): Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are considered by the county for funds and submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions for Cycle 2.

Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

▶Project Delivery and Monitoring. Cycle 2 funding is available in the following four federal fiscal years: FY 2012-13, 2013-14, 2014-15, and FY 2015-16. Funds may be programmed in any one of these years, conditioned upon the availability of federal apportionment and obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in coordination with the Partnership and project sponsors. However, funds MUST be obligated in the fiscal year programmed in the TIP, with all Cycle 2 funds to be obligated no later than March 31, 2016. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

All Cycle 2 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf) . Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by

the MTC Regional Project Funding Delivery Policy. All funds are subject to obligation, award, invoicing, reimbursement and project close out requirements. The failure to meet these deadlines may result in the de-programming and redirection to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of Cycle 2 funding will need to identify a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future Cycle programming or including any funding revisions for the agency in the federal TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting Cycle 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe.

- Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Projects sponsors are required to provide the required match, which is subject to change.

- Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The Cycle 2 program is project specific and the funds programmed to projects are for those projects alone. The Cycle 2 Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional Cycle 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project including contingencies.

REGIONAL PROGRAMS

The programs below comprise the Regional Program of Cycle 2, administered by the Commission. Funding amounts for each program are included in Attachment A-1. Individual projects will be added to Attachment B as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. (Note that in the past this funding category included planning funding for the CMAs. Starting with Cycle 2, CMAs will access their OneBayArea Grant to fund their planning activities rather than from this regional program category). Appendix A-2 details the fund distribution.

2. Regional Operations

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for Clipper®, 511 Traveler information (including 511 Rideshare, 511 Bicycle, 511 Traffic, 511 Real-Time Transit and 511 transit), Freeway Service Patrol / SAFE and Incident Management. Information on these programs is available at http://www.mtc.ca.gov/services/.

3. Freeway Performance Initiative

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. Several corridors are proposed for metering projects, targeting high congestion corridors. These projects also include Traffic Operations System elements to better manage the system as well as implementing the express lane network. This category also includes funding for performance monitoring activities, regional performance initiatives implementation, Regional Signal Timing Program, Program for Arterial System Synchronization (PASS), freeway and arterial performance initiative projects and express lanes.

4. Pavement Management Program

This continues the region's Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP). MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the state-wide local streets and roads needs assessment effort.

5. Priority Development Area (PDA) Implementation

Funding in this program implements the following:

Regional PDA Implementation:

ABAG Funding: Funds directed to ABAG for implementation of PDAs.

Affordable TOD fund: This is a continuation of MTC's successful Transit Oriented Affordable Housing (TOAH) fund into Cycle 2 which successfully has leveraged a significant amount of outside funding. The TOD fund provides financing for the development of affordable housing and other vital community services near transit lines throughout the Bay Area. Through the Fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space and other critical services, such as child care centers, fresh food outlets and health clinics. Similar to the initial investment in the TOAH Fund, the following are program conditions: 1) MTC is able to exchange the $10 million in federal transportation funds for local funds because they cannot be used directly for housing investment; 2) Foundation or other sources of funding would be matched by MTC funds on a minimum 3:1 basis to reach a minimum fund of $40 million, and 3) the TOAH fund would be spent only in PDAs on projects that have the greatest potential to deliver affordable housing units with direct access to transit.

PDA Planning Grants: MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production and preservation in funding agreements with grantees. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management. These studies will place a special focus on selected PDAs with a greater potential for residential displacement and develop and implement community risk reduction plans. Grants will be made to local jurisdictions to provide planning support as needed to meet regional housing goals. Also program funds will establish a new local planning assistance program to provide staff resources directly to jurisdictions to support local land-use planning for PDAs. The Regional PDA Planning/Implementation component will complement county PDA Planning efforts, but will target investments in jurisdictions taking on the majority of Plan Bay Area housing and job growth. Funds would be used to support planning grants and technical assistance.

MTC will commence work with state and federal government to create private sector economic incentives to increase housing production.

Local Planning & Implementation: Funds are made available to support local jurisdictions in their planning and implementation of PDAs in each of the nine counties, developed through the county PDA Investment & Growth Strategy in consultation with ABAG and MTC. Funding is distributed to the county CMAs (with funds for San Francisco distributed to the City/County of San Francisco planning department) using the OBAG distribution formula with no county receiving less than $750,000 as shown in Appendix 5. Local jurisdictions will either directly access these funds through Caltrans Local Assistance similar to other OBAG grants provided to them by the CMAs, the CMAs may choose to provide individual grants to local jurisdictions through a single program administered by the CMA, or the CMA may request that ABAG administer the grants in cooperation with the local jurisdictions. CMA grants to local jurisdictions and the expenditure of funds by the San Francisco Planning Department are to be aligned with the recommendations and priorities identified in their adopted PDA Growth and Investment Strategy; as well as to the PDA Planning Program guidelines as they apply only to those activities relevant to those guidelines. The CMAs are limited to using no more than 5% of the funds for program administration.

6. Climate Change Initiatives

The proposed funding for the Cycle 2 Climate Initiative Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO2 emissions reductions per SB375 and federal criteria pollutant reductions. Staff will work with the Bay Area Air Quality Management District to implement this program.

7. Safe Routes to Schools

Within the Safe Routes to School Program (SR2S program) funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2010-11. Appendix A-3 details the county fund distribution. Before programming projects into the TIP the CMAs shall provide the SR2S recommended county program scope, budget, schedule, agency roles, and federal funding recipient. CMAs may choose to augment this program with their own Cycle 2 OBAG funding.

8. Transit Capital Rehabilitation

The program objective is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs, and implement elements of the Transit Sustainability Project, consistent with the FTA Transit Capital Priorities program (MTC Resolution 4072 or successor resolution). This includes a set-aside of $1 million to support the consolidation and transition of Vallejo and Benicia bus services to SolTrans.

9. Transit Performance Initiative: This new pilot program implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Specific projects are included in Attachment B.

10. Priority Conservation Area (PCA) Program: This is a new pilot program for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. The PCA funding program includes one approach for the North Bay program (Marin, Napa, Solano, and Sonoma) and a second for the remaining five counties. In the North Bay, each CMA will take the lead to develop its own program building on PCA planning conducted to date and select projects for funding. For the remaining counties, MTC and ABAG will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. MTC will provide $5 million to the Coastal Conservancy to manage the call for projects in coordination with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone and achieve the 3:1 minimum match as required by OBAG. MTC and ABAG staff will support the administration of the program. Appendix A-8 outlines the framework for this program including goals, project screening eligibility, eligible sponsors, and project selection.

ONEBAYAREA GRANT PROGRAMMING POLICIES

The policies below apply to the OneBayArea Grant Program, administered by the county Congestion Management Agencies (CMAs) or substitute agency:

- Program Eligibility: The congestion management agency may program funds from its One Bay Area Grant fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
  - Local Streets and Roads Preservation
  - Bicycle and Pedestrian Improvements
  - Transportation for Livable Communities
  - Safe Routes To School/Transit
  - Priority Conservation Area
  - Planning and Outreach Activities

- Fund Source Distribution: OBAG is funded primarily from three federal fund sources: STP, CMAQ and TE. Although the new federal surface transportation authorization act now under consideration may alter the actual fund sources available for MTC's programming discretion it is anticipated that any new federal programs would overlap to a large extent with existing programs. The CMAs will be provided a breakdown of specific OBAG fund sources, with the understanding that actual fund sources may change as a result of the new federal surface transportation act. In this situation, MTC staff will work with the CMAs to realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund sources available and final apportionment levels.

  In determining the fund source distribution to the counties, each county was first guaranteed at least what they would otherwise received in Cycle 2 under the original Cycles 1 & 2 framework as compared to the original July 8, 2011 OBAG proposal. This resulted in the county of Marin receiving an additional $1.1 million, county of Napa receiving $1.3 million each, and the county of Solano receiving $1.4 million, for a total of $3.8 million (in CMAQ funds) off the top to hold these counties harmless. The Transportation Enhancement (TE) funds were then distributed based on the county TE shares available for OBAG as approved in the 2012 Regional Transportation Improvement Program (RTIP). STP funds were then assigned to the CMA planning and outreach activities. The remaining STP funds assigned to OBAG were then distributed to each county based on the OBAG distribution formula. The remaining funds were distributed as CMAQ per the OBAG distribution formula. The hold harmless clause resulted in a slight deviation in the OBAG formula distribution for the overall funding amounts for each county.

- Priority Development Area (PDA) Policies
  - PDA minimum: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG

investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Depending on the county, CMA planning costs would partially count towards PDA targets (70% or 50%) in line with its PDA funding target. At MTC staff discretion, consideration may be given to counties that provided higher investments in PDAs in Cycle 1 as part of an overall Cycle 1 and 2 investment package. Priority Conservation Area (PCA) investments do not count towards PDA targets and must use "anywhere" funds. The PDA/'anywhere' funding split is shown in Appendix A-4.

- PDA Boundary Delineation: Refer to http://geocommons.com/maps/141979 which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. As ABAG considers and approves new PDA designations this map will be updated.
- Defining "proximate access to PDAs": The CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. For projects not geographically within a PDA, CMAs are required to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle.
- PDA Investment & Growth Strategy: By May 1, 2013, CMAs shall prepare and adopt a PDA Investment & Growth Strategy to guide transportation investments that are supportive of PDAs. An existing Investment and Growth Strategy adopted by the County will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6. See Appendix A-6 for details.

▶ Performance and Accountability Policies: Jurisdictions need to comply with the following policies in order to be eligible recipients of OBAG funds.

- To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. Staff will provide minimum requirements based on best practices for the resolution. A county can provide its jurisdictions an extension of the deadline to June 30, 2013 as long as no programming for projects are requested of MTC until jurisdictions are in compliance. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding.

- A jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submits its housing element to the state on a timely basis for review, but the State's comment letter identifies deficiencies that the local jurisdictions must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning / ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.

- For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by October 31, 2014 (based on an April 2013 SCS adoption date); therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment.

- OBAG funds may not be programmed to any jurisdiction out of compliance with OBAG policies and other requirements specified in this attachment. The CMA will be responsible for tracking progress towards these requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG funds to its projects in the TIP.

- For a transit agency project sponsor under a JPA or district (not under the governance of a local jurisdiction), the jurisdiction where the project (such as station/stop improvements) is located will need to comply with these policies before funds may be programmed to the transit agency project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or transit maintenance facility.

- CMAs will provide documentation for the following prior to programming projects in the TIP:
    - The approach used to select OBAG projects including outreach and a board adopted list of projects
    - Compliance with MTC's complete streets policy
    - A map delineating projects selected outside of PDAs indicating those that are considered to provide proximate access to a PDA including their justifications as outlined on the previous page. CMA staff is expected to use this exhibit when it presents its program of projects to explain the how "proximate access" is defined to their board and the public.
    - Self-certification that the PDA Investment and Growth Strategy, Performance and Accountability Measures, and Outreach have been met using the checklist developed by MTC and the CMAs.

- MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:
    - Mix of project types selected;
    - Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;

- Complete streets elements that were funded;
- Adherence to the performance and accountability requirements;
- Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
- Public participation process.

- The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning / ABAG Administrative Committee.

▶ Project Selection: County congestion management agencies or substitute agencies are given the responsibility to develop a project selection process along with evaluation criteria, issue a call for projects, conduct outreach, and select projects

- Public Involvement: The decision making authority to select projects for federal funding accompanies responsibilities to ensure that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG is in compliance, CMAs are required to lead a public outreach process as directed by Appendix A-5.
- Unified Call for Projects: CMAs are requested to issue one unified call for projects for their One Bay Area grant, with a final project list due to MTC by June 30, 2013. CMA staff need to ensure that all projects are submitted using the Fund Management System (FMS) no later than July 30, 2013. The goal of this process is to reduce staff time, coordinate all programs to respond to larger multi-modal projects, and provide project sponsors the maximum time to deliver projects.
- Project Programming Targets and Delivery Deadlines: CMAs must program their block grant funds over the four-year period of Cycle 2 (FY 2012-13 through FY 2015-16). The expectation is that the CMA planning activities \ project would use capacity of the first year to provide more time for delivery as contrasted to other programs which tend to have more complex environmental and design challenges, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606 or its successor) including the Request for Authorization (RFA) submittal deadline and federal authorization/obligation deadline. Furthermore the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
  - Half of the OBAG funds, including all funds programmed for the PE phase, must be obligated (federal authorization/E-76) by March 31, 2015.
  - All remaining OBAG funds must be obligated by March 31, 2016.

CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE

The categories below comprise the Cycle 2 County One Bay Area Grant Program, administered by the county congestion management agencies. Project selection should ensure that all of the eligibility requirements below are met. MTC staff will work with CMAs and project sponsors to

resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

1. CMA Planning and Outreach

This category provides funding to the nine county Congestion Management Agencies (CMAs) to support regional planning, programming and outreach activities. Such efforts include: county-based planning efforts for development of the RTP/SCS; development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects. The base funding level reflects continuing the Transportation 2035 commitment level by escalating at 3% per year from the base amount in FY 2011-12. In addition, the CMAs may request additional funding from their share of OBAG to enhance or augment additional activities at their discretion. All funding and activities will be administered through an interagency agreement between MTC and the respective CMA. Actual amounts for each CMA as augmented, are shown in Appendix A-2

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federally-eligible system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). The needs analysis ensures that streets recommended for treatment are cost effective. Pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. MTC is responsible for verifying the certification status. The certification status can be found at www.mtcpms.org/ptap/cert.html. Specific eligibility requirements are included below:

Pavement Rehabilitation:
Pavement rehabilitation projects including pavement segments with a PCI below 70 should be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

Preventive Maintenance: Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's Pavement Management Program (PMP) must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

Non-Pavement:
Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps and features that bring the facility to current standards. The jurisdiction must still have a certified PMP to be eligible for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), capacity expansion, new roadways, roadway extensions, right of way

acquisition (for future expansion), operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(5) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

Federal Aid Secondary (FAS) Program Set-Aside: While passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 dissolved the Federal Aid Secondary (FAS) program, California statutes provide the continuation of minimum funding to counties, guaranteeing their prior FAS shares. The first three years of Cycle 2 were covered up-front under the Cycle 1 FAS program (covering a total 6-year period). The fourth year of Cycle 2 will be covered under the OBAG. Funding provided to the counties by the CMAs under OBAG will count toward the continuation of the FAS program requirement.

3. Bicycle and Pedestrian Improvements

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.

According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs particularly during commute periods. For example the policy that a trail be closed to users before sunrise or after sunset limits users from using the facility during the peak commute hours, particularly during times of the year with shorter days. These user restrictions indicate that the facility is recreational rather than commute oriented. Also, as contrasted with roadway projects, bicycle and pedestrian projects may be located on or off the federal-aid highway system.

4. Transportation for Livable Communities

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Station Improvements such as plazas, station access pocket parks, bicycle parking
- Complete streets improvements that encourage bicycle and pedestrian access

- Transportation Demand Management projects including carsharing, vanpooling traveler coordination and information or Clipper®-related projects
- Connectivity projects connecting high density housing/jobs/mixed use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Density Incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations)
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening , cross walk enhancements, audible signal modification, mid block crossing and signal, new stripping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on- site storm water management, permeable paving)
- Funding for TLC projects that incentivize local PDA Transit Oriented Development Housing

5. Safe Routes to School

The county Safe Routes to School Program continues to be a regional program. The funding is distributed directly to the CMAs by formula through the Cycle 2 regional program (see Appendix A-3). However, a CMA may use OBAG funding to augment this amount. Eligible projects include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that CMAQ is used to fund this program which is targeted towards air quality improvement rather than children's health or safety. Nevertheless CMAQ eligibility overlaps with Safe Routes to School Program projects that are eligible under the federal and state programs with few exceptions which are noted below. Refer to the following link for detailed examples of eligible projects which is followed by CMAQ funding eligibility parameters: http://mtc.ca.gov/funding/STPCMAQ/7_SR2S_Eligibility_Matrix.pdf

Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices.
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options.
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.
- Non-construction outreach related to safe bicycle use
- Travel Demand Management Activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Infrastructure Projects

Bicycle/Pedestrian Use:

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds:

- Walking audits and other planning activities (STP based on availability will be provided for these purposes upon CMA's request)
- Crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceeding a nominal cost.

6. Priority Conservation Areas

This is an outgrowth of the new regional program pilot for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. A CMA may use OBAG funding to augment grants received from the regionally competitive program or develop its own county PCA program Generally, eligible projects will include planning, land / easement acquisition, open space access projects, and farm-to-market capital projects.

PROGRAM SCHEDULE

Cycle 2 spans apportionments over four fiscal years: FY 20012-13, FY 2013-14, FY 2014-15 and FY 2015-16. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2012-13 funds. This strategy, at the same time, provides several months during FY 2012-13 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second, third and fourth years of the Cycle 2 period. If CMAs wish to program any OBAG funds in the first year, MTC will try to accommodate requests depending on available federal apportionments and obligation limitations, as long as the recipient has meet the OBAG requirements.

Appendix A-1

Cycle 2
Regional and County Programs
FY 2012-13 through FY 2015-16
October 24, 2012

Proposed Cycle 2 Funding Commitments

	Regional Program (millions $ - rounded)	4-Year Total
Regional Categories		
1	Regional Planning Activities	$7
2	Regional Operations	$95
3	Freeway Performance Initiative	$96
4	Pavement Management Program	$7
5	Priority Development Activities	$40
6	Climate Initiatives	$20
7	Safe Routes To School	$20
8	Transit Capital Rehabilitation	$150
9	Transit Performance Initiative	$30
10	Priority Conservation Area	$10
	Regional Program Total:	**$475**
		60%

	One Bay Area Grant (OBAG) (millions $ - rounded)	4-Year Total
Counties		
1	Alameda	**$63**
2	Contra Costa	**$45**
3	Marin	**$10**
4	Napa	**$6**
5	San Francisco	**$38**
6	San Mateo	**$26**
7	Santa Clara	**$88**
8	Solano	**$18**
9	Sonoma	**$23**
	OBAG Total:*	**$320**
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Cycle 2 Total Total:*	**$795**

* Amounts may not total due to rounding
* OBAG amounts revised October 2012 to reflect revised RHNA, released July 2012.

Appendix A-2

Cycle 2
Planning & Outreach
FY 2012-13 through FY 2015-16
February 2013

OBAG - County CMA Planning

County	Agency	Cycle 2 OBAG County CMA Planning - Base 2012-13	2013-14	2014-15	2015-16	SubTotal	CMA-OBAG Augmentation	Total
Alameda	ACTC	$916,000	$944,000	$973,000	$1,003,000	$3,836,000	$3,270,000	**$7,106,000**
Contra Costa	CCTA	$725,000	$747,000	$770,000	$794,000	$3,036,000	$1,164,000	**$4,200,000**
Marin	TAM	$638,000	$658,000	$678,000	$699,000	$2,673,000	$418,000	**$3,091,000**
Napa	NCTPA	$638,000	$658,000	$678,000	$699,000	$2,673,000		**$2,673,000**
San Francisco	SFCTA	$667,000	$688,000	$709,000	$731,000	$2,795,000	$773,000	**$3,568,000**
San Mateo	SMCCAG	$638,000	$658,000	$678,000	$699,000	$2,673,000		**$2,673,000**
Santa Clara	VTA	$1,014,000	$1,045,000	$1,077,000	$1,110,000	$4,246,000	$1,754,000	**$6,000,000**
Solano	STA	$638,000	$658,000	$678,000	$699,000	$2,673,000	$333,000	**$3,006,000**
Sonoma	SCTA	$638,000	$658,000	$678,000	$699,000	$2,673,000		**$2,673,000**
County CMAs Total:		**$6,512,000**	**$6,714,000**	**$6,919,000**	**$7,133,000**	**$27,278,000**	**$7,712,000**	**$34,990,000**

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Regional Agency Planning

Regional Agency		Cycle 2 Regional Agency Planning - Base 2012-13	2013-14	2014-15	2015-16	SubTotal	Augmentation	Total
ABAG *	ABAG	$638,000	$658,000	$678,000	$699,000	$2,673,000		**$2,673,000**
BCDC	BCDC	$320,000	$330,000	$340,000	$351,000	$1,341,000		**$1,341,000**
MTC	MTC	$638,000	$658,000	$678,000	$699,000	$2,673,000		**$2,673,000**
Regional Agencies Total:		**$1,596,000**	**$1,646,000**	**$1,696,000**	**$1,749,000**	**$6,687,000**	**$0**	**$6,687,000**

$41,677,000

Appendix A-3

Cycle 2
Safe Routes to School County Distribution
FY 2012-13 through FY 2015-16
May 2012

Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	Percentage	Annual Funding	Total Funding	Total Funding
					$5,000,000	$20,000,000	$20,000,000
Alameda	214,626	24,537	239,163	21%	$1,073,184	$4,292,737	$4,293,000
Contra Costa	166,956	16,274	183,230	16%	$822,199	$3,288,796	$3,289,000
Marin	29,615	5,645	35,260	3%	$158,220	$632,882	$633,000
Napa	20,370	3,036	23,406	2%	$105,029	$420,114	$420,000
San Francisco	56,454	23,723	80,177	7%	$359,774	$1,439,097	$1,439,000
San Mateo	89,971	16,189	106,160	10%	$476,367	$1,905,466	$1,905,000
Santa Clara	261,945	38,119	300,064	27%	$1,346,462	$5,385,850	$5,386,000
Solano	67,117	2,855	69,972	6%	$313,982	$1,255,928	$1,256,000
Sonoma	71,049	5,787	76,836	7%	$344,782	$1,379,130	$1,379,000
Total:	**978,103**	**136,165**	**1,114,268**	**100%**	$5,000,000	$20,000,000	$20,000,000

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* From California Department of Education for FY 2010-11

Appendix A-4

Cycle 2
OBAG County Fund Distribution
FY 2012-13 through FY 2015-16
October 24, 2012

OBAG Geographic Funding Distribution

County	OBAG Funds	PDA/Anywhere Split	PDA	Anywhere
Alameda	$63,065,000	70/30	$44,146,000	$18,919,000
Contra Costa	$45,204,000	70/30	$31,643,000	$13,561,000
Marin	$10,028,000	50/50	$5,014,000	$5,014,000
Napa	$6,661,000	50/50	$3,331,000	$3,330,000
San Francisco	$38,584,000	70/30	$27,009,000	$11,575,000
San Mateo	$26,524,000	70/30	$18,567,000	$7,957,000
Santa Clara	$88,126,000	70/30	$61,688,000	$26,438,000
Solano	$18,769,000	50/50	$9,385,000	$9,384,000
Sonoma	$23,039,000	50/50	$11,520,000	$11,519,000
Total:	$320,000,000		$212,303,000	$107,697,000

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OBAG amounts revised October 2012 to reflect revised RHNA, released July 2012.

Appendix A-5: One Bay Area Grant Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) has delegated OBAG project selection to the nine Bay Area Congestion Management Agencies (CMAs) as they are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties. In order to meet federal requirements that accompany the decision-making process regarding federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration for inclusion in the Cycle 2 One Bay Area Grant Program. CMAs will also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 Transportation Improvement Program.

CMAs will conduct a transparent process for the Call for Projects while complying with federal regulations by carrying out the following activities:

1. **Public Involvement and Outreach**
   - ***Conduct countywide outreach to stakeholders and the public to solicit project ideas.*** CMAs will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.mtc.ca.gov/get_involved/participation_plan.htm. CMAs are expected at a minimum to:
     - Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process.
     - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
     - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
     - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at http://www.mtc.ca.gov/get_involved/lep.htm
     - Hold public meetings in central locations that are accessible for people with disabilities and by public transit;
     - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.

   - ***Document the outreach effort undertaken for the local call for projects.*** CMAs are to provide MTC with:
     - A description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG funding. Specify whether public input was

gathered at forums held specifically for the OBAG project solicitation or as part of a separate planning or programming outreach effort;
- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the* OBAG *Program.*** CMAs will assist with agency coordination by:
  - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
  - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
  - Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
  - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm
  - Additional resources are available at
    i. http://www.fhwa.dot.gov/civilrights/programs/tvi.htm
    ii. http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI
    iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Appendix A-6: PDA Investment & Growth Strategy

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. From time to time, MTC shall consult with the CMAs to evaluate progress on the PDA Investment and Growth Strategy. This consultation may result in specific work elements shifting among MTC, ABAG and the CMAs. Significant modifications to the scope of activities may be formalized through future revisions to this resolution. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
    - *Short-term*: By May 1, 2013, receive and review information submitted to the CMA by ABAG on the progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
    - *Long-term*: Starting in May 2014 and in all subsequent updates, PDA Investment & Growth Strategies will assess local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals[1]. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

(3) Establishing Local Funding Priorities - Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
    a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production

[1] Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, "just cause eviction" policies, policies or investments that preserve existing deed-restricted or "naturally" affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
e. Project areas with parking management and pricing policies

- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC (see: http://geocommons.com/maps/110983) or as defined by CMAs according to local priorities
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap or are colocated with: 1) populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaulation (CARE) Program and/or 2) freight transport infrastructure** –Favorably consider projects in these areas where local jurisdictions employ best management practices to mitigate PM and toxic air contaminants exposure.

Process/Timeline

CMAs develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	May 2014, Ongoing

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Appendix A-7

Cycle 2
County PDA Implementation
FY 2012-13 through FY 2015-16
November 2012

County PDA Implementation

County	Administering Agency	OBAG Formula	PDA Planning Share *	County PDA Implementation Total
Alameda	ACTC	20.2%	19.5%	$3,905,000
Contra Costa	CCTA	14.2%	13.7%	$2,745,000
Marin	TAM	2.8%	3.8%	$750,000
Napa	NCTPA	1.7%	3.8%	$750,000
San Francisco **	City/County of SF	12.3%	11.9%	$2,380,000
San Mateo	SMCCAG	8.3%	8.0%	$1,608,000
Santa Clara	VTA	27.6%	26.7%	$5,349,000
Solano	STA	5.5%	5.3%	$1,066,000
Sonoma	SCTA	7.5%	7.2%	$1,447,000
County PDA Implementation Total:		100.0%	100.0%	$20,000,000

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 Cycle Programming\T4 Second Cycle\Cycle 2 Policy Dev\One Bay Area Grant\[Cycle 2 STP-CMAQ-TE Fund Source Distribution.xls]CMA Planning

* County minimum of $750,000 for Marin and Napa results in actual PDA Implementation share different than OBAG formula share
** Funding for San Francisco to be provided to San Francisco City/County planning department

APPENDIX A-8: Priority Conservation Area (PCA) Program

Program Goals and Eligible Projects

The goal of the Priority Conservation Area Program is to support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands in the Bay Area, for residents and businesses. These values include globally unique ecosystems, productive agricultural lands, recreational opportunities, healthy fisheries, and climate protection (mitigation and adaptation), among others. The PCA Program should also be linked to SB 375 goals which direct MPOs to prepare sustainable community strategies which consider resource areas and farmland in the region as defined in Section 65080.01 (attached). ABAG's FOCUS program delineates both the Priority Development Areas and the Priority Conservation Areas.

Per MTC Resolution No. 4035, the PCA program is split into two elements:

1. North Bay Program ($5 million)
2. Peninsula, Southern and Eastern Counties Program ($5 million)

The North Bay program framework is to be developed by the four North Bay county congestion management agencies, building on their PCA planning and priorities carried out to date. Project eligibility is limited by the eligibility of federal surface transportation funding; unless the CMA can exchange these funds or leverage new fund sources for their programs.

The Peninsula, Southern and Eastern Counties Program will be administered by the Coastal Conservancy in partnership with MTC and ABAG based on the proposal provided below. The table below outlines screening criteria, eligible applicants, and the proposed project selection and programming process for the Peninsula, Southern and Eastern Counties.

Funding Amount	• $5 million
Screening Criteria	• **PCA Designation**: If a project currently isn't in or doesn't connect to a PCA, the applicant must file an application with ABAG requesting a PCA designation. • **Regionally Significant**: Indicators of regional significance include a project's contribution to goals stated in regional habitat, agricultural or open space plans (i.e. *San Francisco Bay Area Upland Habitat Goals Project Report* at http://www.bayarealands.org/reports/), countywide Plans or ABAG's PCA designations. Applicants should describe who will benefit from the project and regional (greater-than-local need) it serves. • **Open Space Protection In Place**: Linkages to or location in a Greenbelt area that is policy protected from development. Land acquisition or easement projects would be permitted in an area without open space policy protections in place. • **Non-Federal Local Match**: 3:1 minimum match • **Meets Program Goals:** Projects that meet one of the following program goals (subject to funding eligibility—see next page): o Protects or enhances "resource areas" or habitats as defined in California Government Code Section 65080.01. o Provides or enhances bicycle and pedestrian access to open space / parkland resources. Notable examples are the Bay and Ridge Trail Systems. o Supports the agricultural economy of the region.

Eligible Applicants	• Local governments (cities, counties, towns), county congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations in the nine-county San Francisco Bay Area are invited to nominate projects. Applicants are strongly encouraged to collaborate and partner with other entities on the nomination of projects, and partnerships that leverage additional funding will be given higher priority in the grant award process. **Partnerships are necessary with cities, counties, or CMAs in order to access federal funds. Project must have an implementing agency that is able to receive a federal-aid grant (master agreement with Caltrans)**
Emphasis Areas / Eligible Projects	**Eligible Projects** 1. **Planning Activities** 2. **Pedestrian and Bicycle Facilities/ Infrastructure:** On-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting and other safety related infrastructure, and ADA compliance, conversion and use of abandoned rail corridors for pedestrians and bicyclists. 3. **Visual Enhancements**: Construction of turnouts, overlooks and viewing areas. 4. **Habitat / Environmental Enhancements**: Vegetation management practices in transportation rights-of-way, reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats, mitigation of transportation project environmental impacts funded through the federal-aid surface transportation program. 5. **Protection (Land Acquisition or Easement) or Enhancement of Natural Resources, Open Space or Agricultural Lands**: Parks and open space, staging areas or environmental facilities; or natural resources, such as listed species, identified priority habitat, wildlife corridors, wildlife corridors watersheds, or agricultural soils of importance.
Project Selection	**Coastal Conservancy* Partnership Program:** MTC will provide $5 million of federal transportation funds to the Conservancy which will be combined with the Conservancy's program funding, and further leveraged by private foundation funding, as the basis for a regional call for projects. In addition a broader range of projects (i.e. land acquisition and easement projects) can be accommodated, which is not the case with federal transportation funds alone. The Conservancy will manage the program in collaboration with MTC and ABAG staff. This approach would harness the expertise of the coastal conservancy, expand the pool of eligible projects, and leverage up to $10 million in additional resources through Coastal Conservancy, and the Moore Foundation**.

*The Coastal Conservancy is a state agency and the primary public land conservation funding source in the Bay Area, providing funding for many different types of land conservation projects. For more information see http://scc.ca.gov/

**The Gordon and Betty Moore Foundation seeks to advance environmental conservation, scientific research, and patient care--around the world and in the San Francisco Bay Area. For more information see http://www.moore.org/

Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C
01/23/13-C 02/27/13-C

Cycle 2
Regional Programs Project List
FY 2012-13 through FY 2015-16
February 2013

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TAP/RTIP/TFCA	Total Cycle 2
CYCLE 2 REGIONAL PROGRAMS			**$435,187,000**	**$40,000,000**	**$475,187,000**
1. REGIONAL PLANNING ACTIVITIES (PL)					
ABAG Planning	Region-Wide	ABAG	$2,673,000	$0	$2,673,000
BCDC Planning	Region-Wide	BCDC	$1,341,000	$0	$1,341,000
MTC Planning	Region-Wide	MTC	$2,673,000	$0	$2,673,000
1. REGIONAL PLANNING ACTIVITIES (PL)		**TOTAL:**	**$6,687,000**	**$0**	**$6,687,000**
2. REGIONAL OPERATIONS (RO)					
Clipper® Fare Media Collection	Region-Wide	MTC	$21,400,000	$0	$21,400,000
511 - Traveler Information	Region-Wide	MTC	$48,770,000	$0	$48,770,000
SUBTOTAL			$70,170,000	$0	$70,170,000
FSP/Incident Management	Region-Wide	MTC/SAFE	$25,130,000	$0	$25,130,000
SUBTOTAL			$25,130,000	$0	$25,130,000
2. REGIONAL OPERATIONS (RO)		**TOTAL:**	**$95,300,000**	**$0**	**$95,300,000**
3. FREEWAY PERFORMANCE INITIATIVE (FPI)					
Regional Performance Initiatives Implementation	Region-Wide	MTC	$5,750,000	$0	$5,750,000
Regional Performance Initiatives Corridor Implementation	Region-Wide	MTC	$8,000,000	$0	$8,000,000
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC	$5,000,000	$0	$5,000,000
SUBTOTAL			$18,750,000	$0	$18,750,000
Ramp Metering and TOS Elements					
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	Contra Costa	MTC/SAFE	$750,000	$0	$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Contra Costa	Caltrans	$11,800,000	$0	$11,800,000
FPI - Various Corridors Caltrans PE and Right of Way	Region-Wide	Caltrans	$1,000,000	$0	$1,000,000
FPI - SCL US 101: SBT Co. Line to SR 85	Santa Clara	Caltrans	$29,700,000	$0	$29,700,000
FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyor	Alameda	Caltrans	$0	$11,000,000	$11,000,000
FPI - SOL I-80: I-505 to Yolo Co. Line.	Solano	Caltrans	$0	$23,000,000	$23,000,000
SUBTOTAL			$43,250,000	$34,000,000	$77,250,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)		**TOTAL:**	**$62,000,000**	**$34,000,000**	**$96,000,000**
4. PAVEMENT MANAGEMENT PROGRAM (PMP)					
Pavement Management Program (PMP)	Region-Wide	MTC	$1,200,000	$0	$1,200,000
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	$6,000,000	$0	$6,000,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)		**TOTAL:**	**$7,200,000**	**$0**	**$7,200,000**
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION					
Regional PDA Planning and Implementation					
PDA Planning - ABAG	**Region-Wide**	**ABAG**	**$2,000,000**	**$0**	**$2,000,000**
Regional PDA Planning	**Region-Wide**	**MTC**	**$8,000,000**	**$0**	**$8,000,000**
Transit Oriented Affordable Housing (TOAH)	**Various**	**TBD**	**$10,000,000**	**$0**	**$10,000,000**
SUBTOTAL			$20,000,000	$0	$20,000,000
Local PDA Planning					
Local PDA Planning - Alameda	Alameda	ACTC	$3,905,000	$0	$3,905,000
Local PDA Planning - Contra Costa	Contra Costa	CCTA	$2,745,000	$0	$2,745,000
Local PDA Planning - Marin	Marin	TAM	$750,000	$0	$750,000
Local PDA Planning - Napa	Napa	NCTPA	$750,000	$0	$750,000
Local PDA Planning - San Francisco	San Francisco	SF City/County	$2,380,000	$0	$2,380,000
Local PDA Planning - San Mateo	San Mateo	SMCCAG	$1,608,000	$0	$1,608,000
Local PDA Planning - Santa Clara	Santa Clara	VTA	$5,349,000	$0	$5,349,000
Local PDA Planning - Solano	Solano	STA	$1,066,000	$0	$1,066,000
Local PDA Planning - Sonoma	Sonoma	SCTA	$1,447,000	$0	$1,447,000
SUBTOTAL			$20,000,000	$0	$20,000,000
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		**TOTAL:**	**$40,000,000**	**$0**	**$40,000,000**
6. CLIMATE INITIATIVES PROGRAM (CIP)					
Climate Strategies	TBD	TBD	$14,000,000	$6,000,000	$20,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)		**TOTAL:**	**$14,000,000**	**$6,000,000**	**$20,000,000**
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)					
Specific projects TBD by CMAs					
RSRTS - Alameda County Safe Routes to School Program	Alameda	ACTC	$4,293,000	$0	$4,293,000
RSRTS - Contra Costa	Contra Costa	CCTA	$3,289,000	$0	$3,289,000
RSRTS - Marin	Marin	TAM	$633,000	$0	$633,000
RSRTS - Napa	Napa	NCTPA	$420,000	$0	$420,000
RSRTS - San Francisco	San Francisco	SFCTA	$1,439,000	$0	$1,439,000
RSRTS - San Mateo County Safe Routes to School Program	San Mateo	SMCCAG	$1,905,000	$0	$1,905,000
RSRTS - Santa Clara	Santa Clara	VTA	$5,386,000	$0	$5,386,000
RSRTS - Solano	Solano	STA	$1,256,000	$0	$1,256,000
RSRTS - Sonoma	Sonoma	SCTA	$1,379,000	$0	$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)		**TOTAL:**	**$20,000,000**	**$0**	**$20,000,000**

Attachment B-1

MTC Res. No. 4035, Attachment B-1
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Revised: 10/24/12-C
11/28/12-C 12/19/12-C
01/23/13-C 02/27/13-C

Cycle 2
Regional Programs Project List
FY 2012-13 through FY 2015-16
February 2013

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TAP/RTIP/TFCA	Total Cycle 2
CYCLE 2 REGIONAL PROGRAMS			**$435,187,000**	**$40,000,000**	**$475,187,000**
8. TRANSIT CAPITAL REHABILITATION PROGRAM					
SolTrans - Preventive Maintenance	Solano	SolTrans	$1,000,000	$0	$1,000,000
Transit Capital Rehabilitation					
Specific Projects TBD by Commission					
Clipper Fare Collection Equipment Replacement	Regional	MTC	$9,994,633	$0	$9,994,633
SFMTA - New 60' Flyer Trolly Bus Replacement	San Francisco	SFMTA	$15,502,261	$0	$15,502,261
VTA Preventive Maintenance (for vehicle replacement)	Santa Clara	VTA	$3,349,722	$0	$3,349,722
Unanticipated Cost Reserve	TBD	TBD	$2,000,000	$0	$2,000,000
Specific Transit Capital Rehabilitation Program projects - TBD	TBD	TBD	$6,153,384	$0	$6,153,384
SUBTOTAL			$37,000,000	$0	$37,000,000
Transit Performance Initiative (TPI) Incentive Program					
Specific Projects TBD by Commission					
TPI - AC Transit Spectrum Ridership Growth Project	Alameda	AC Transit	$1,802,676	$0	$1,802,676
TPI - ACE Fare Collection Equipment *	Alameda	SJRRC	$22,575	$0	$22,575
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin	Marin Transit	$99,289	$0	$99,289
TPI - BART Train Car Accident Repair	Regional	BART	$1,493,189	$0	$1,493,189
TPI - BART 24th Street Train Control Upgrade	San Francisco	BART	$2,000,000	$0	$2,000,000
TPI - SFMTA Preventive Maintenance (for low income youth pass)	San Francisco	SFMTA	$1,600,000	$0	$1,600,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	San Francisco	SFMTA	$5,120,704	$0	$5,120,704
TPI - VTA Preventive Maintenance (for low income fare pilot)	Santa Clara	VTA	$1,302,018	$0	$1,302,018
Specific Transit Performance Initiative Incentive Program projects - TBD	TBD	TBD	$46,559,549	$0	$46,559,549
SUBTOTAL			$60,000,000	$0	$60,000,000
Transit Performance Initiative (TPI) Investment Program					
Specific Projects TBD by Commission					
Specific Transit Performance Initiative Investment Program projects - TBD	TBD	TBD	$52,000,000	$0	$52,000,000
SUBTOTAL			$52,000,000	$0	$52,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM		**TOTAL:**	**$150,000,000**	**$0**	**$150,000,000**
* ACE - Fare Collection Equipment - Conditioned on MTC staff determination of project consistency with regional fare policy.					
9. TRANSIT PERFORMANCE INITIATIVE (TPI)					
TPI - Capital Program					
AC Transit - Line 51 Corridor Speed Protection and Restoratior	Alameda	AC Transit	$10,515,624	$0	$10,515,624
SFMTA - Mission Mobility Maximizatior	San Francisco	SFMTA	$5,383,109	$0	$5,383,109
SFMTA - N-Judah Mobility Maximization	San Francisco	SFMTA	$5,383,860	$0	$5,383,860
SFMTA - Bus Stop Consolidation and Roadway Modifications	San Francisco	SFMTA	$4,133,031	$0	$4,133,031
VTA - Light Rail Transit Signal Priority	Santa Clara	VTA	$1,587,176	$0	$1,587,176
VTA - Stevens Creek - Limited 323 Transit Signal Priority	Santa Clara	VTA	$712,888	$0	$712,888
Unprogrammed Transit Performance Initiative Reserve	TBD	TBD	$2,284,312	$0	$2,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)		**TOTAL:**	**$30,000,000**	**$0**	**$30,000,000**
10. PRIORITY CONSERVATION AREA (PCA)					
North Bay PCA Program					
Specific projects TBD by North Bay CMAs			**$5,000,000**	**$0**	**$5,000,000**
SUBTOTAL			$5,000,000	$0	$5,000,000
Peninsula, Southern and Eastern Counites PCA Program					
Specific projects TBD by Commission			**$5,000,000**	**$0**	**$5,000,000**
SUBTOTAL			$5,000,000	$0	$5,000,000
10. PRIORITY CONSERVATION AREA (PCA)		**TOTAL:**	**$10,000,000**	**$0**	**$10,000,000**
CYCLE 2 REGIONAL PROGRAMS TOTAL		**TOTAL:**	**$435,187,000**	**$40,000,000**	**$475,187,000**

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Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
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12/19/12-C
01/23/13-C

Cycle 2
OBAG Project List
FY 2012-13 through FY 2015-16
January 2013

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TA	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING		**$301,964,000**	**$18,036,000**	**$320,000,000**
ALAMEDA COUNTY				
Specific projects TBD by Alameda CMA	TBD	$50,233,000	$3,726,000	$53,959,000
CMA Base Planning Activities - Alameda	ACTC	$3,836,000	$0	$3,836,000
CMA Planning Activities Augmentation - Alameda	**ACTC**	**$3,270,000**	$0	**$3,270,000**
Alameda County Safe Routes to School Program	**ACTC**	**$2,000,000**	$0	**$2,000,000**
ALAMEDA COUNTY	**TOTAL:**	**$59,339,000**	**$3,726,000**	**$63,065,000**
CONTRA COSTA COUNTY				
Specific projects TBD by Contra Costa CMA	TBD	$38,620,000	$2,384,000	$41,004,000
CMA Base Planning Activities - Contra Costa	CCTA	$3,036,000	$0	$3,036,000
CMA Planning Activities Augmentation - Contra Costa	**CCTA**	**$1,164,000**	$0	**$1,164,000**
CONTRA COSTA COUNTY	**TOTAL:**	**$42,820,000**	**$2,384,000**	**$45,204,000**
MARIN COUNTY				
Specific projects TBD by Marin CMA	TBD	$4,730,000	$707,000	$5,437,000
CMA Base Planning Activities - Marin	TAM	$2,673,000	$0	$2,673,000
CMA Planning Activities Augmentation - Marin	**TAM**	**$418,000**	$0	**$418,000**
Central Marin Ferry Bike/Ped Connection	**Marin County**	**$1,500,000**	**$0**	**$1,500,000**
MARIN COUNTY	**TOTAL:**	**$9,321,000**	**$707,000**	**$10,028,000**
NAPA COUNTY				
Specific projects TBD by Napa	TBD	$3,557,000	$431,000	$3,988,000
CMA Base Planning Activities - Napa	NCTPA	$2,673,000	$0	$2,673,000
NAPA COUNTY	**TOTAL:**	**$6,230,000**	**$431,000**	**$6,661,000**
SAN FRANCISCO COUNTY				
Specific projects TBD by San Francisco CMA	TBD	$33,106,000	$1,910,000	$35,016,000
CMA Base Planning Activities - San Francisco	SFCTA	$2,795,000	$0	$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	$773,000	$0	$773,000
SAN FRANCISCO COUNTY	**TOTAL:**	**$36,674,000**	**$1,910,000**	**$38,584,000**
SAN MATEO COUNTY				
Specific projects TBD by San Mateo CMA	TBD	$21,860,000	$1,991,000	$23,851,000
CMA Base Planning Activities - San Mateo	SMCCAG	$2,673,000	$0	$2,673,000
SAN MATEO COUNTY	**TOTAL:**	**$24,533,000**	**$1,991,000**	**$26,524,000**
SANTA CLARA COUNTY				
Specific projects TBD by Santa Clara CMA	TBD	$67,776,000	$4,350,000	$72,126,000
CMA Base Planning Activities - Santa Clara	SCVTA	$4,246,000	$0	$4,246,000
CMA Planning Activities Augmentation - Santa Clara	SCVTA	$1,754,000	$0	$1,754,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	$10,000,000	$0	$10,000,000
SANTA CLARA COUNTY	**TOTAL:**	**$83,776,000**	**$4,350,000**	**$88,126,000**
SOLANO COUNTY				
Specific projects TBD by Solano CMA	TBD	$11,350,000	$0	$11,350,000
CMA Base Planning Activities - Solano	STA	$2,673,000	$0	$2,673,000
CMA Planning Activities Augmentation - Solano	STA	$333,000	$0	$333,000
West B Street Bicycle/Pedestrian RxR Undercrossing	Dixon	$1,394,000	$1,141,000	$2,535,000
Various Streets and Roads Preservation	Solano County	$1,094,000	$0	$1,094,000
Vallejo Downtown Streetscape - Phase 3	Vallejo	$784,000	$0	$784,000
SOLANO COUNTY	**TOTAL:**	**$17,628,000**	**$1,141,000**	**$18,769,000**
SONOMA COUNTY				
Specific projects TBD by Sonoma CMA	TBD	$12,370,000	$1,396,000	$13,766,000
CMA Base Planning Activities - Sonoma	SCTA	$2,673,000	$0	$2,673,000
SMART Vehicle Purchase	SMART	$6,600,000	$0	$6,600,000
SONOMA COUNTY	**TOTAL:**	**$21,643,000**	**$1,396,000**	**$23,039,000**

Attachment B-2

Cycle 2
OBAG Project List
FY 2012-13 through FY 2015-16
January 2013

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TA	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING		**$301,964,000**	**$18,036,000**	**$320,000,000**
Cycle 2 Total	**TOTAL:**	**$301,964,000**	**$18,036,000**	**$320,000,000**

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APPENDIX A – 26

Specific Funding Programs

MTC's Lifeline Transportation Third Cycle Program of Projects for FY2011 through FY2013

MTC Resolution No. 4053

Date: May 23, 2012
W.I.: 1311
Referred by: PAC
Revised: 06/27/12-C
07/25/12-C
12/19/12-C

ABSTRACT

Resolution No. 4053, Revised

This resolution adopts the FY2011 through FY2013 Program of Projects for MTC's Third Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds.

The evaluation criteria established in Resolution 4033 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Third Cycle Lifeline Transportation Program of Projects - FY2011-2013

This resolution was amended on June 27, 2012 to add approximately $34 million in programming for STA, STP/CMAQ, and JARC projects, and to add about $21 million in programming for Proposition 1B projects that were previously deferred.

This resolution was amended on July 25, 2012 to add approximately $0.8 million in programming for projects that were previously deferred.

This resolution was amended on December 19, 2012 to revise the San Francisco Municipal Transportation Agency's (SFMTA's) Proposition 1B program of projects, to program $2.6 million for San Francisco County STA projects, and to revise Santa Rosa CityBus's JARC project.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated May 9, 2012, June 13, 2012, July 11, 2012, and December 12, 2012.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC

RE: Third Cycle Lifeline Transportation Program of Projects – FY2011 – FY2013

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4053

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, MTC adopted Resolution 4033, which establishes program guidelines to be used for the funding and oversight of the Third Cycle of the Lifeline Transportation Program, Fiscal Years 2011-2013; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4033 to fund a Program of Projects for the Third Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds; and

WHEREAS, the Third Cycle Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Third Cycle Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on May 23, 2012.

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source 1B	STA (95%)[2]	STA (5% Contng.)[3]	JARC	STP/CMAQ	TOTAL Lifeline Funding	Notes
Alameda County										
1	Bus Stop Repair and Upgrade	Wheels (LAVTA)	Repair and upgrade existing bus stops, including shelters, seating, lighting, curb and sidewalk, etc.	240,910					**240,910**	
2	Electronic Bike Lockers at Lake Merritt BART Station	BART	Furnish five (5) metal perforated electronic bike pods (total 20 bike locker spaces) at Lake Merritt Station.	52,000					**52,000**	
3	Wayfinding/Real-Time Arrival at BART Stations	BART	Provide wayfinding and signage from concourse to platform with backlit signs for improved visibility and patron safety; real-time train arrival; wayfinding and signage at street level with secondary language; AC Transit service and destination maps; and exit directories. Projects at Lake Merritt, Hayward, Downtown Berkeley, South Hayward, Coliseum, West Oakland, San Leandro, and Bay Fair BART stations.	3,545,360					**3,545,360**	(2)
4	East Bay Bus Rapid Transit Terminus/ San Leandro BART Improvements	AC Transit	AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services. This project will make street and BART station geometric improvements, add bus staging, and real-time signage at the San Leandro BART Station.	2,703,487				1,225,539	**3,929,026**	(2)
5	Update Community-Based Transportation Plans	Alameda CTC	Five CBTPs have been completed in Alameda County to date, between the years of 2004 and 2009. Priority for updates will be for CBTPs completed prior to 2008. It is estimated the approximately three to four CBTP updates will be funded.					475,000	**475,000**	
6	Neighborhood Bicycle Centers/"Bike-go-Round" - 2012 Operations	Cycles of Change	Neighborhood Bicycle Centers / "Bike-go-Round" provides free bikes and safety training to referred low-income adults for their work commute. An extension of the Lifeline Cycle 2 funded program for calendar year 2012.				45,000		**45,000**	
7	A Quicker, Safer Trip to the Library to Promote Literacy	Oakland Public Library/City of Oakland (via BART)	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately seven classes per week to the library by bus. Request is for three years of program operations.		185,000				**185,000**	
8	Neighborhood Bicycle Centers/"Bike-go-Round"	Cycles of Change	Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of program operations which would provide training for 1,500 participants and distribute 600 bikes over a three-year period.				360,000		**360,000**	
9	Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be utilized to restructure and/or continue service to several key communities of concern in the Southern, Central and Northern portions of Alameda County. Request is for three years of service.		4,129,771	268,118	525,429		**4,923,318**	
10	Hathaway Avenue Transit Access Improvements	Alameda County Public Works	Cherryland is a low-income community with many transit-dependent residents and the lack of sidewalks limits access to AC Transit. The Hathaway Avenue Project includes curb, gutter, ADA pedestrian ramps, landscape, and sidewalks along Hathaway Avenue between Rondale Court and Hayward City limits.					430,000	**430,000**	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source 1B	STA (95% Pop.)[1]	STA (5% Contng.)[1]	JARC	STP/CMAQ	TOTAL Lifeline Funding	Notes
11	BART Transbay Owl Express Bus Service	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional $200K is being provided by Contra Costa County. This is a one-year pilot project.		297,800				**297,800**	(7)
12	Oakland Broadway Shuttle	City of Oakland	The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th St Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route is on Broadway between Embarcadero and 27th St from 7am-7pm Mon-Th; 7am-1am Fri; and 6pm-1am Sat. The Lifeline request also incudes expanding weekday evening service until 10pm Mon-Thurs.				723,000		**723,000**	
13	WHEELS Route 14 Service Provision	LAVTA	The WHEELS Route 14 provides service to residents and employees of the central district of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations.		366,000				**366,000**	
14	San Leandro "LINKS" Shuttle	San Leandro Transportation Mgmt Organization (SLTMO)/San Leandro	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the SLTMO and the City of San Leandro. Request is for three years of service.				336,000		**336,000**	
15	Estuary Crossing Shuttle Service Extension	City of Alameda Public Works	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 2013 to August 2016. The proposed project includes multi-lingual outreach/marketing and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for three years of service.				187,957		**187,957**	
16	Operation Support for Route 2	Union City Transit, City of Union City	This request is for 1 year of Route 2 operations. The route serves Union City's low income areas and connects UC Intermodal Station with the Decoto neighborhood as well as job centers along Whipple Rd corridor.		115,666				**115,666**	
			County Bid Target	**N/A***	**5,094,237**	**268,118**	**2,177,386**	**2,130,539**		
			Proposed Programming	**6,541,757**	**5,094,237**	**268,118**	**2,177,386**	**2,130,539**	**16,212,037**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	**-**	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source: IB	Fund Source: STA (95% n)	Fund Source: STA (5% a Contmg.)	Fund Source: JARC	Fund Source: STP/CMAQ	TOTAL Lifeline Funding	Notes
Contra Costa County										
17	Richmond BART Station Eastside Access Improvements	BART	Development of eastside of Richmond BART station including raising Nevin Walkway, adding an elevator, providing customer amenities, new bicycle and pedestrian pathways	1,500,000					**1,500,000**	
18	Pittsburg/Bay Point BART Station Wayfinding	BART	Comprehensive wayfinding program within the Pittsburg/Bay Point station including overhead signs, transit information displays, local area maps, and real time BART and bus information.	400,000					**400,000**	(2)
19	Concord BART Station Intermodal Improvements	BART	Upgrade to the Concord BART Station intermodal including additional lighting. This project may also include upgraded lighting within the existing garage.	400,000					**400,000**	
20	Bus shelters, Bus Pads, and Real Time Departure information	WestCAT	Purchase bus shelters, Real Time departure signs and solar equipment to power signs, and install at key locations throughout the WestCAT service area, including the Rodeo, Crockett, Hercules, Pinole, and Moltavin Manor communities.	147,335					**147,335**	(2)
21	Replacement Buses	County Connection	Four (4) 40-foot diesel buses for use in service on Lifeline routes #14, 11, 314, 16, 18, 19, 308. The routes serve the Concord Monument Corridor and North Martinez.	484,534					**484,534**	
22	Contra Costa College Transit Center Improvements	AC Transit	Pavement and shelter improvements at Contra Costa College Transit Center.	160,000					**160,000**	
23	Park & Ride Facility	Tri Delta Transit	Design for new construction of recently purchased parcel of land in NW Antioch for use as a Park & Ride lot.	327,019					**327,019**	
24	Monument Neighborhood Shuttle	City of Concord	The shuttle will emphasize connections to job training, jobs and BART. It will also provide improved access to other Monument Corridor agencies and facilities that provide family support services to Monument residents. The shuttle service will be operated by a small business through the Monument Community Partnership, in partnership with the Michael Chavez Center for Economic Opportunity and the City of Concord, as part of a community service, employment opportunity, and training program.				311,703		**311,703**	
25	Preserve Operations in Community of Concern	County Connection	Preserve frequency and coverage on CCCTA routes #14, 11, 16, 18, 19, 314 and 31 6 which serve the Monument Corridor and downtown Martinez. These routes connect residents in two communities of concern to medical services, jobs, and employment.		684,000	36,000			**720,000**	
26	Route 200 and 201	Tri Delta Transit	Provide service between Bay Point and central Concord and Martinez. Input from the Bay Point community led to the development of route 201 and changes to Route 200 to better serve the community, including an estimated 1,600 high school students residing in Bay Point who attended Mt. Diablo High School in Concord. Both of these routes are also lifeline connections for non-students, providing service between Bay Point and important health care and social service destinations.		855,000	45,000			**900,000**	
27	KEYs Auto Loan Program	Contra Costa County Employment and Human Services Dept.	Provide CalWORKS participants who have been employed full time for three months with low interest loans to purchase vehicles through a bank partner. The proposed grant funds will allow EHSD to increase the maximum loan amount from $4,000 to $5,500.				129,500		**129,500**	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source 1B	STA (95%)[1]	STA (5% Contng.)[1]	JARC	STP/CMAQ	TOTAL Lifeline Funding	Notes
28	Canal Road Bike/Ped Improvements	Contra Costa County Public Works	Construct approximately 2,000 feet of a class II standard bike lane in both directions and an ADA accessible pedestrian path on the north side of Canal Road that will eliminate the existing gap in sidewalk from Emerald Cove Drive to Bel Air Elementary School.					1,000,000	**1,000,000**	
29	Preserve Operations in Community of Concern	AC Transit	Maintain existing services on the following routes that serve low income areas: 71, 76, 376, 800. All of the routes link low-income riders with employment centers, schools, retail, and services. The routes prioritized for funding are vulnerable to service cuts as a result of the projected budget shortfalls over the next three years.		951,668	50,087	299,353		**1,301,108**	
30	Transbay Owl Express	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional $298K is being provided by Alameda County. This is a one-year pilot project.		191,776	10,094			**201,870**	(7)
31	C3 Operations	WestCAT	The C3 service operates between Hercules Transit Center and Contra Costa College in San Pablo. The route provides a link to the college for residents of the Bayo Vista community in Rodeo. The route also provides service to a number of work places along San Pablo Avenue and a direct link to the AC Transit 72/72 Rapid, which connects to job centers and regional medical facilities along San Pablo Avenue into Downtown Oakland.		194,692	10,247	75,007		**279,946**	
32	Taxi Referral Program	Contra Costa County Employment and Human Services Dept.	Provide taxi vouchers to people enrolled in CalWORKS as a way to provide transportation to jobs and job training. The service is a bridge until participants have worked long enough to qualify for the KEYS loan program.				274,185		**274,185**	
33	Easy Go	City of Richmond	Improve mobility of low-income residents by providing car sharing, Bicycle program and Kids Cab program in South Richmond and North Richmond communities of concern. Utilize grant funds to expand Easy Go transportation resources to low-income residents of North and South Richmond, aimed at increasing mobility access to jobs and human and health services.				140,000	203,291	**343,291**	(4)
			County Bid Target	**N/A***	**2,877,136**	**151,428**	**1,229,748**	**1,203,291**		
			Proposed Programming	**3,418,888**	**2,877,136**	**151,428**	**1,229,748**	**1,203,291**	**8,880,491**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	**-**	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source 1B	STA (95% Revenue)[1]	STA (5% Revenue Commitment)[1]	JARC	STP/CMAQ	TOTAL Lifeline Funding	Notes
Marin County										
34	Novato Bus Stop Improvement Project	Marin Transit	Install transit amenities at targeted local bus stops that include bus shelters, bus stop seating, lighting, and bus operational improvements. The first prioritized project is the Downtown Novato Transit Center located at Redwood Boulevard and Grant Avenue.	985,000					**985,000**	
35	Advanced Communications and Information System	GGBHTD	Systemwide improvements to GGBHTD's communication system, including voice and data radio communications; basic ITS components including Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL); real-time passenger information; dynamic message signs at selected transit centers, bus stops and other locations; on-board vehicle equipment.	492,729				233,728	**726,457**	(2)
36	Canal Neighborhood Transit Service	Marin Transit (via GGBHTD)	Transit service to the low income and minority population in the Canal Area of San Rafael on Routes 35 and 36.		400,588	29,414			**430,002**	
37	Route 257 Shuttle	Marin Transit	Support Route 257 shuttle service to connect welfare and other low-income individuals to jobs and employment related services. Route 257 operates between Central San Rafael, employment and retail centers, Dominican University and the Marin Employment Connection site at the Health and Human Services campus.				238,867		**238,867**	
38	San Rafael School Shuttle	San Rafael Schools (via GGBHTD)	Enable Canal parents to participate in their children's education at San Pedro School by providing shuttle service and emergency taxi vouchers for low-income residents of the San Rafael Canal community (or nearby vicinity) to attend critical academic meetings and other school activities.		158,268				**158,268**	
			County Bid Target	**N/A***	**558,856**	**29,414**	**238,867**	**233,728**		
			Proposed Programming	**1,477,729**	**558,856**	**29,414**	**238,867**	**233,728**	**2,538,594**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	**-**	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source 1B	STA (95%)[1]	STA (5% Contng.)[1]	JARC	STP/CMAQ	TOTAL Lifeline Funding	Notes
Napa County										
39	Paratransit Vehicles	NCTPA	Purchase three (3) Vine Go paratransit vans to allow more appointments to be made and increase the efficiency of paratransit services. The project will give more mobility options to low-income residents with disabilities.	192,000					**192,000**	
40	Replacement Buses for American Canyon	NCTPA	Purchase two (2) replacement buses for American Canyon. New buses will improve the efficiency of the system and improve on-time performance.	192,000					**192,000**	
41	Napa Valley College Northbound Shelter	NCTPA	Create a shelter to serve VINE routes heading northbound along James Diemer Drive. Currently northbound and southbound buses use the same stop located on the west side of the street. The northbound stop will create more convenient loading and offloading of passengers, an easier route to negotiate for the drivers, and improve the on-time performance of the VINE routes serving the college.	213,647					**213,647**	
42	Operating Assistance for new VINE Routes	NCTPA	Improve and expand service within the City of Napa. The new routes will address numerous issues listed in the community-based transportation plan, specifically improving travel times, connectivity between routes, frequency of buses, on-time performance, and a pulse system.		470,545	24,766			**495,311**	
43	Community-Based Transportation Plan Update	NCTPA	Update Napa's community-based transportation plan.					80,000	**80,000**	
44	ADA Bus Stop Upgrades	NCTPA	ADA and accessibility improvements at bus stops that are used on a frequent basis.					116,794	**116,794**	
			County Bid Target	**N/A***	**470,545**	**24,766**	**-**	**196,794**		
			Proposed Programming	**597,647**	**470,545**	**24,766**	**-**	**196,794**	**1,289,752**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	**-**	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source 1B	STA (95% Base)[1]	STA (5% Contng.)[1]	JARC	STP/CMAQ	TOTAL Lifeline Funding	Notes
San Francisco County										
45	Mission Mobility Maximization	SFMTA	Enhancements to complement the transit service in the Mission Corridor (Routes 14, 14L, 14X, 49). The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, and enhanced stop identification. To the extent that funding is available, the project will also include Transit Only Lane Enforcement (TOLE) Cameras.	5,056,891					**5,056,891**	(2)(3)(9)
46	8X Mobility Maximization	SFMTA	Enhancements along the 8X Route to create and identify a premier transit service which will better serve current ridership, alleviate latent demand and accommodate greater demands in the future. This grant will focus on the southern portion of the 8X from City College to Silver and San Bruno, and the northern portion along Bryant, 3rd Street and Kearny. (The southbound segment in the downtown area will be addressed as part of a separate effort after the Central Subway Construction is completed.) The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, enhanced stop identification, and Transit Only Lane Enforcement Cameras.	5,285,000					**5,285,000**	(2)(3)(9)
47	Mission Bay Loop	SFMTA	Install a single-track transit loop on Third Street at 18th and 19th Streets to allow the T-Third line to turnaround mid-route and thus enable a significant increase in transit frequencies between Mission Bay, South of Market, and downtown neighborhoods, as well as Chinatown upon completion of the Central Subway project.	1,381,539					**1,381,539**	(9)
48	Station Wayfinding and Bicycle Parking at San Francisco BART Stations	BART	Wayfinding improvements, including installation of signage and real time information, at 16th Street, 24th Street, and Balboa Park BART stations. Purchase & installation of bicycle lockers at Balboa Park and Glen Park BART Stations. Addition of between 150-175 spaces in a new Bike Station at the Civic Center BART Station.	2,143,650					**2,143,650**	(2)
49	Continuation of Bus Restoration Project	SFMTA	Continue for two years the expanded service levels and late-night service provided for six bus routes that serve low income communities: 19-Polk, 21-Hayes, 27-Bryant, 29-Sunset, 44-O'Shaughnessy, and 54-Felton.		809,739	147,881	1,200,942		**2,158,562**	(10)
50	Route 108 Treasure Island Enhanced Service	SFMTA	Continue providing more frequent peak period and all night service on Route 108-Treasure Island, the only 24/7 transit service to the island, for two years.		800,000				**800,000**	(10)
51	Route 29 Reliability Improvement	SFMTA	Continue providing more frequent service on 29-Sunset route to increase reliability for two years.		800,000				**800,000**	(10)
52	Free Muni for Low Income Youth Pilot Program	SFMTA	The Free Muni for Low Income Youth pilot program is a 22-month program to provide a free Muni pass for low income youth at an estimated cost of $9.9 million.		400,000				**400,000**	
			County Bid Target	**N/A***	**2,809,739**	**147,881**	**1,200,942**	**1,175,105**		
			Proposed Programming	**13,867,080**	**2,809,739**	**147,881**	**1,200,942**	**-**	**18,025,642**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**1,175,105**	**1,175,105**	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source 1B	STA (95% only)[1]	STA (5% Contng.)[1]	JARC	STP/CMAQ	TOTAL Lifeline Funding	Notes
San Mateo County										
53	Replacement Fixed Route Vehicles	SamTrans	Replace a portion of the 1998 40-foot Gillig Bus Fleet. The 1998 Gillig fixed route buses operate on all routes throughout the urbanized portion of San Mateo County.	2,272,697					**2,272,697**	
54	Electronic Bicycle Lockers at San Bruno BART Station	BART	Purchase and install five (5) quads of electronic bicycle lockers at the San Bruno BART station.	32,000					**32,000**	
55	Fixed Route 17	SamTrans	Continue funding the operation of existing Lifeline funded expanded fixed route bus service for SamTrans Route 17 on the Coastside of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week.		407,048				**407,048**	
56	Ways to Work Auto Loans for purchase or repair of vehicles	Peninsula Family Services	Continue the Ways to Work Family Loan Program in San Mateo County. Ways to Work provides affordable loans for the purchase or repair of a car for qualified individuals needing reliable transportation in order to maintain employment, attend training, and care for a dependent child or older relative.				375,000		**375,000**	
57	Middlefield/Woodside Rd (SR 84) Intersection Improvements	City of Redwood City	Increase access, safety and mobility in the North Fair Oaks community of concern by constructing crosswalks, sidewalks, accessible curb ramps, pedestrian countdown signals, bicycle signal detection, street lighting, etc. at the Middlefield Road and Woodside Road (State Route 84) intersection to allow low income, minority residents to walk and bike across Woodside Road.					339,924	**339,924**	
58	North Central Ped Infrastructure Improvements	City of San Mateo	Improve the mobility of the low-income residents of the North Central neighborhood with the initiation of the $1.5 Million North Central Pedestrian Infrastructure Improvement Program – Phase I. Phase I includes pedestrian infrastructure improvements south of Cypress Avenue in North Central.			13,135		339,924	**353,059**	(5)
59	Coast Service On-Demand	SamTrans	Continue funding the operation of SamCoast, a general public demand response system on the Coastside of San Mateo County centered in Pescadero.		300,000				**300,000**	
60	Bus Passes and Tickets for Low Income Families	San Mateo Human Services Agency (via SamTrans local agency fund exchange)	This project will provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in Self-Sufficiency and Family Strengthening activities such as: employment seeking, employment workshops, skill based training programs, emergency and health related needs, parenting skills workshops, anger management classes, and family counseling.		300,000				**300,000**	
61	Community Learning Center Public Transportation Workshops	City of South San Francisco (via SamTrans)	Develop curriculum and present public transportation workshops to low-income residents. Create instructional, outreach, evaluation and publicity materials that can be used to serve low-income residents throughout the county. Technology resources such as 511.org will be used by participants.		210,000				**210,000**	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source 1B	STA (95% only)[1]	STA (5% Contmg.)[1]	JARC	STP/CMAQ	TOTAL Lifeline Funding	Notes
62	Midday Shuttle Belle Haven Community and Other Communities	City of Menlo Park (via SamTrans)	The Menlo Park Midday Shuttle operates along a fixed route throughout the City, including the City's redevelopment area, which includes the low-income Belle Haven community. The shuttle provides access to essential destinations including the City's downtown civic center, medical offices, community centers, shopping centers, Caltrain station, and Stanford Medical Center.		204,253	53,747			258,000	(5)
63	North Fair Oaks On-Demand Shuttle	City of Redwood City (via SamTrans)	Provide shuttle transportation to basic services such as shopping and medical facilities in the North Fair Oaks community of concern during non-commute hours.		204,253	18,674			222,927	(5)
64	Weekday Community Shuttle	City of East Palo Alto	Continue a weekday community shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Community Shuttle connects East Palo Alto residents to Caltrain, and has the largest ridership of all the East Palo Alto shuttles.				123,368		123,368	
65	Weekday Evening Shuttle	City of East Palo Alto	Continue a weekday evening shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Evening Shuttle provides weekday evening services to commuters.				76,871		76,871	
66	Taxi Vouchers for Low Income Program Participants	San Mateo Human Services Agency (via SamTrans)	Provide emergency taxi vouchers for low-income youth, families, and individuals in need of emergency transportation assistance where a bus pass or ticket cannot provide the transportation in a timely or appropriate manner.				60,000		60,000	
67	Weekend Shuttle	City of East Palo Alto	Continue a weekend shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekend Shuttle connects EPA residents to Caltrain on the weekend.				59,557		59,557	
			County Bid Target	**N/A***	**1,625,554**	**85,556**	**694,796**	**679,848**		
			Proposed Programming	**2,304,697**	**1,625,554**	**85,556**	**694,796**	**679,848**	**5,390,451**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	**-**	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source 1B	STA (95%)[1]	STA (5% Contng.)[1]	JARC	STP/CMAQ	TOTAL Lifeline Funding	Notes
Santa Clara County										
68	Alum Rock Rapid Transit Bus Purchase	VTA	Purchase hybrid diesel-electric express transit buses to operate on the new Santa Clara Street/Alum Rock Avenue Rapid Transit line. The project will provide over 2 million passenger trips per year to low income riders.	9,186,049					**9,186,049**	(3)
69	Family Transportation Services	Outreach & Escort, Inc.	Provide a range of no-cost transportation alternatives for CalWORKs participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs.		480,000		1,698,402		**2,178,402**	
70	Foster Grandparent/Senior Companion	Seniors Council	Provide very low-income foster grandparent and senior companions--who serve as drivers, mentors, tutors, companions, and care givers--with financial reimbursement for work-related mileage. Place the foster grandparents/senior companions serving their communities in work sites as close as possible to their home to mitigate work transportation needs.				83,287		**83,287**	
71	Senior Transportation & Resources	Outreach & Escort, Inc.	Provide door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program.		3,075,908				**3,075,908**	
72	Together We Ride	Outreach & Escort, Inc.	Provide transportation assistance to the homeless, veterans, emancipated foster youth, refugees, and persons with disabilities and other vulnerable populations in the county's Communities of Concern. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; shared rides/carpools; group trips. Services are provided at no-cost to low-income riders every day of the year.		1,532,205	267,795			**1,800,000**	
73	East San Jose Pedestrian Improvements	Santa Clara County Roads and Airports	Construct sidewalk improvements and enhance ADA access along nine county-maintained roads in Alum Rock neighborhoods. The pedestrian enhancements will improve access to transit stops along White Road, Alum Rock Avenue (State Route 130), and McKee Road/Toyon Avenue.					2,127,977	**2,127,977**	
			County Bid Target	**N/A***	**5,088,113**	**267,795**	**1,781,689**	**2,127,977**	**18,451,623**	
			Proposed Programming	**9,186,049**	**5,088,113**	**267,795**	**1,781,689**	**2,127,977**		
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	**-**	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source 1B	STA (93rd a)[1]	STA (5th a Contng.)[1]	JARC	STP/CMAQ	TOTAL Lifeline Funding	Notes
Solano County										
74	Local Bus Replacement	Fairfield and Suisun Transit	Replace six (6) local diesel buses with hybrid diesel electric fuel buses.	547,328				481,368	**1,028,696**	
75	Intercity Bus Replacement	SolTrans	Replace three (3) intercity diesel buses with hybrid diesel electric fuel buses.	1,000,000					**1,000,000**	
76	Sustaining Route 1	SolTrans	Route 1 serves a large low income population centered around downtown Vallejo and the north/south corridor along Sonoma Blvd. Route 1 includes Vallejo Middle and Senior High schools, three key shopping centers and Curtola Park and Ride. This funding would aid in retaining service.		500,000				**500,000**	
77	Sustaining Route 85	SolTrans	Route 85 provides local service within the City of Vallejo on a low income corridor. This intercity route provides critical transportation between Vallejo and Fairfield to reach employment, medical services and Solano Community College. This funding will be aid in sustaining service.		250,000				**250,000**	
78	Route 30 Saturday Service	Fairfield and Suisun Transit	Route 30 service on Saturday provide connection between Fairfield, Vacaville, Dixon, and the UCDavis. In Dixon's CBTP, lack of Saturday Service was one of the major transportation gaps.		120,000				**120,000**	
79	Sustaining Span of Service	SolTrans	To meet ongoing budget pressures and to attain a sustainable service, service is proposed to start later in the morning and end earlier in the evening. This funding would aid in retaining the current span of service.		376,620	65,612			**442,232**	
80	Accessible Paths to Transit	Vacaville City Coach	The Vacaville CBTP documented the need for more accessible curb ramps and/or access improvements near transit routes. This funding will aid in constructing approximately 16 curb ramps.					40,000	**40,000**	
			County Bid Target	**1,547,328**	**1,246,620**	**65,612**	**-**	**521,368**		
			Proposed Programming	**1,547,328**	**1,246,620**	**65,612**	**-**	**521,368**	**3,380,928**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	**-**	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source 1B	STA (95%)[1]	STA (5% Contng.)[1]	JARC	STP/CMAQ	TOTAL Lifeline Funding	Notes
Sonoma County										
81	Bus Stop Improvements	Petaluma Transit	Purchase and install up to ten (10) bus shelters at locations in Petaluma that predominantly serve low-income riders. The shelters will support Petaluma Transit routes 2, 11, 24.	76,734					**76,734**	
82	Vehicle Replacements, Security Cameras, Lighting Improvements at Southside Transfer Center	Santa Rosa CityBus	Replace up to five (5) fixed route buses serving Lifeline routes and six (6) paratransit vehicles serving low-income seniors and persons with disabilities; Replace recording units for onboard security cameras; Lighting improvements at the CityBus Southside Transfer Center in Roseland.	1,268,194					**1,268,194**	
83	Bus Stop Improvements	Sonoma County Transit	Make enhancements at various bus stops located throughout the Sonoma County Transit and Healdsburg Transit service areas, particularly those in the CBTP areas of Healdsburg, Lower Russian River, and The Springs. Enhancements include installation of new and/or rehabilitation/replacement of existing shelters, benches, bicycle racks, trash receptacles, and the illumination of bus stops and shelters.	200,000					**200,000**	
84	Vehicle Purchase	Sonoma County Transit	Purchase one (1) 40-foot CNG transit coach.	393,864					**393,864**	
85	Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program	Santa Rosa CityBus	Implement an Automatic Vehicle Location and Real-time Transit Information Program serving patrons of Santa Rosa CityBus. The goals of the project are to improve service reliability and on-time performance, make real-time transit information widely available in a range of formats, enhance transit security, and improve planning and scheduling.							(2)(6)(8)
86	Roseland Lifeline Operations	Santa Rosa CityBus	Support continued operation of improved transit services in the Roseland community, including service on routes 9, 12, and 19.		520,074	27,372	405,987		**953,433**	(8)
87	Added Capacity on Lifeline Routes 20, 30 & 60	Sonoma County Transit	Support Sonoma County Transit's designated Lifeline routes 20, 30, and 60, including adding capacity during peak commute times.		1,160,687	61,089			**1,221,776**	
88	Healdsburg Pedestrian Safety & Access Improvements	City of Healdsburg	Construct supportive infrastructure to enhance pedestrian mobility and safety between low income areas and various activity centers. This project includes access and safety improvements linking the High School, Junior High School and Sonoma County Healdsburg Library; and installation of a high-intensity activated crosswalk (HAWK) signal proposed at the main entrance to the Healdsburg High School at Powell Ave					202,937	**202,937**	
89	Central Sonoma Valley Trail	Sonoma County Regional Parks	Construct 0.42 mile of Class I trail in Central Sonoma Valley, creating a safe route parallel to busy Highway 12 for pedestrians and bicyclists. This project will connect Flowery Elementary School, Larson Park, Maxwell Farms Regional Park, and the Boys and Girls Club.					500,000	**500,000**	
			County Bid Target	**1,938,792**	**1,680,761**	**88,461**	**405,987**	**702,937**		
			Proposed Programming	**1,938,792**	**1,680,761**	**88,461**	**405,987**	**702,937**	**4,816,938**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	**-**	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source 1B	Fund Source STA (95% Revenue)[1]	Fund Source STA (5% Revenue Contingency)[1]	Fund Source JARC	Fund Source STP/CMAQ	TOTAL Lifeline Funding	Notes
Multi-County & Regional Projects										
90	Bus shelters at BART Stations	BART	Bus shelters at various BART stations in communities of concern for ADA patrons.	100,000					**100,000**	
91	Internal Text Messaging Signs	AC Transit	Purchase and install text-based LED signs on the balance of AC Transit's revenue vehicle fleet. The internal text messaging signs provide bus stop and route information to assist hearing impaired	500,000					**500,000**	(2)
92	Diesel-Electric Hybrid Articulated Buses for Rapid Service	AC Transit	Purchase thirty-nine (39) 60-foot diesel-electric hybrid articulated buses for rapid service.	5,040,000					**5,040,000**	
93	Means-Based Discount Project	MTC	Development and implementation of a regional means-based discount. In Phase 1, MTC will develop the regional concept, including identifying who is eligible, costs, funding, relationship to other discounts, etc. MTC will convene a regional Technical Advisory Committee to assist with scope development and project oversight. Depending on the results of Phase 1, the remaining funds from the $1 million set-aside will be used for implementation activities.	-	950,000	50,000	-	-	**1,000,000**	
94	Administration & Technical Assistance	MTC	Consistent with federal JARC guidance, five percent of the region's FY11, FY12 and FY13 JARC apportionments has been set aside to fund administration and technical assistance for three years.				406,811		**406,811**	
			Multi-County & Regional Target	**N/A***	**950,000**	**50,000**	**406,811**	**-**		
			Proposed Programming	**5,640,000**	**950,000**	**50,000**	**406,811**	**-**	**7,046,811**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	**-**	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source 1B	STA (95%)[1]	STA (5% Contng.)[1]	JARC	STP/CMAQ	TOTAL Lifeline Funding	Notes
Regional Grand Totals										
			Lifeline Program Revenue Sources	**46,519,967**	**22,401,561**	**1,179,031**	**8,136,226**	**8,971,587**	**87,208,372**	
			Total Proposed Programming	**46,519,967**	**22,401,561**	**1,179,031**	**8,136,226**	**7,796,482**	**86,033,267**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**1,175,105**	**1,175,105**	

* In most cases, Proposition 1B Transit funds were allocated directly to transit operators by MTC. Upon concurrence from the applicable CMA, transit operators programmed funds to any capital project that was consistent with the Lifeline Transportation Program and goals, and was eligible for the Proposition 1B funds. In Solano and Sonoma Counties, the CMA programmed the Proposition 1B funds to transit operator projects.

Notes

(1) Because the STA amounts are continually changing, only 95 percent of each county's STA amount will be available to be claimed by project sponsors until further notice. The County Lifeline Program Administrators programmed 95 percent of their county's STA amount, and then developed a contingency plan for the remaining five percent should it be available.

(2) Comply with MTC Resolution 3866, Revised (Transit Coordination Implementation Plan) where applicable, including but not limited to Clipper, 511, real-time transit information and wayfinding signage. For wayfinding signage, project sponsors are expected to follow the regional sign standard developed by MTC, with the exception of wayfinding kiosks and transit information displays which are optional (note that MTC is unable to support maintenance of these signs if installed). For real-time transit information displays at multi-agency transfer stations/stops, project sponsors must work with MTC to determine the appropriate 511 real-time transit sign design to use. MTC Res. 3866, Revised is available at http://www.mtc.ca.gov/planning/tcip/. Consult with project-specific MTC staff during project planning to further assess the applicability of Res. 3866, Revised and how to implement specific aspects of the project.

(3) On 5/9/12, staff recommended SFMTA's and VTA's Proposition 1B projects for deferral (not programming) pending resolution of youth/low income free fare funding discussions. Projects were recommended for funding on 6/13/12.

(4) On 6/13/12, staff recommended deferral of funding for the Richmond Easy Go project in order to clarify eligibility issues. Project was recommended for funding on 7/11/12.

(5) Any additional STA funds should be added first to the North Fair Oaks On-Demand Shuttle and the Menlo Park Belle Haven Community Shuttle, and second to transit capital related components of the City of San Mateo North Central Infrastructure Improvement Project

(6) Project must follow the requirements in Attachment A of the *Phase II Call for Projects: 2012 RM2 Real-time Transit Information Grant Program*

(7) On 6/13/12, staff recommended deferral of funding for BART's Transbay Owl Express in order to work with counties and sponsor to address issues. Project was recommended for funding on 7/11/12.

(8) On 12/19/12, $405,987 in JARC funding was transferred from Santa Rosa CityBus Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program and reprogrammed to CityBus Roseland Lifeline Operations.

(9) On 12/19/12, SFMTA's 8X Mobility Maximization Proposition 1B amount was reduced from $9,310,080 to $5,285,000, SFMTA's Mission Mobility Maximization Proposition 1B amount was increased from $2,413,350 to $5,056,891, and a new Lifeline-eligible project, the Mission Bay Loop, was programmed $1,381,539 in Proposition 1B funds. CMA Concurrence for SFMTA's Proposition 1B projects is expected in December 2012. MTC approval is contingent on receiving that board approval.

(10) SFCTA Board approval for the San Francisco County STA projects is expected in December 2012. MTC approval is contingent on receiving that board approval.

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APPENDIX A – 27

Specific Funding Programs

MTC's Job Access and Reverse Commute (JARC)-Funded Mobility Management Program of Projects

MTC Resolution No. 4052

Date: May 23, 2012
W.I.: 1311
Referred by: PAC

ABSTRACT
Resolution No. 4052

This resolution adopts the Job Access and Reverse Commute (JARC)-Funded Mobility Management Program of Projects.

The following attachment is provided with this resolution:

Attachment A Job Access and Reverse Commute (JARC)-Funded Mobility Management Program of Projects

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheet dated May 9, 2012.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC

Re: Job Access and Reverse Commute (JARC)-Funded Mobility Management Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4052

WHEREAS, Title 49 United States Code (U.S.C.) Section 5316 (49 U.S.C. 5316) authorizes and sets forth the provisions for the Job Access and Reverse Commute program, which makes grants to recipients for access to jobs and reverse commute projects carried out by the recipient or a subrecipient.

WHEREAS, 49 U.S.C. §5316(c) apportions Job Access and Reverse Commute funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

WHEREAS, 49 U.S.C. 5316(d) requires designated recipients of Job Access and Reverse Commute funds to conduct a competitive process to award grants to subrecipients; and

WHEREAS, pursuant to California Government Code Section 66500 et seq., the Metropolitan Transportation Commission ("MTC") is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. §5307(a)(2), MTC is the designated recipient of the Federal Transit Administration's (FTA's) Job Access Reverse Commute program funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

WHEREAS, as the designated recipient, MTC has conducted a competitive selection process and developed for submittal to the Federal Transit Administration (FTA) a program of projects (POP) for the Job Access and Reverse Commute funds, attached hereto as Attachment A, and incorporated herein as though set forth at length; and

WHEREAS, MTC has adopted Resolution No. 4042, which sets forth MTC's Program Guidelines for the Job Access and Reverse Commute-Funded Mobility Management Program; and

WHEREAS, MTC conducted the competitive selection processes for the Job Access and Reverse Commute large urbanized area apportionment in accordance with those guidelines; now, therefore, be it

RESOLVED, that MTC adopts the Job Access and Reverse Commute-Funded Mobility Management Program of Projects for large urbanized areas as listed in Attachment A; and be it further

RESOLVED, that MTC will submit to FTA a grant application to secure the Job Access and Reverse Commute funding for those agencies listed as subrecipients in Attachment A who are not able to submit a grant application to FTA themselves; and be it further

RESOLVED, that MTC will enter into agreements with those agencies listed as subrecipients in Attachment A to ensure their compliance with all applicable Federal requirements; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 23, 2012.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC

Attachment A
MTC Resolution No. 4052
Page 1 of 1

JOB ACCESS AND REVERSE COMMUTE-FUNDED MOBILITY MANAGEMENT PROGRAM
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients					
1	Outreach & Escort, Inc.	Together We Ride – Mobility Management Center	Project is a combination of technology and mobility management best practices designed to improve access to transportation resource information for the region and increase opportunities for employment transportation coordination. Project will make available technologies and service models developed by Outreach to achieve these goals.	$471,323	$377,058
2	Marin Transit	Mobility Management Technology "Backbone" Project	Building upon Marin Transit's Access Mobility Management Center, this project would develop an overall systems approach to Marin's mobility management technology needs, and provide seed funding for the creation of comprehensive technology functions to facilitate the coordination of transportation for low-income residents. The Project will include a targeted marketing program focus on gaining the participation of those organizations that serve the employment related needs of the unemployed and under-employed.	$375,000	$300,000
			Total	**$846,323**	**$677,058**

APPENDIX A – 28

Specific Funding Programs

Project Priorities for the FY2009-10 and FY2010-11 FTA Elderly and Persons with Disabilities Program (Section 5310)

MTC Resolution No. 4005

Date: April 27, 2011
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4005

This resolution adopts program priorities for the FY 2009-10 and FY 2010-11 Federal Transit Administration (FTA) Transportation for Elderly Persons and Persons with Disabilities Program (49 U.S.C. Section 5310), as listed in Attachment B, and directs that the recommendations be submitted to Caltrans and the California Transportation Commission (CTC) with the request that the projects be considered for funding and incorporated in the statewide Program of Projects submitted to the Federal Transit Administration.

Further discussion of this action is contained in the MTC Programming and Allocations Summary dated April 13, 2011.

Date: April 27, 2011
W.I.: 1512
Referred By: PAC

Re: FY 2009-10 and FY 2010-11 FTA Transportation for Elderly Persons and Persons with Disabilities Program Recommendations for the San Francisco Bay Area Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4005

WHEREAS, Title 49 U.S.C. 5310 authorizes grants to private non-profit organizations and certain public entities for public transportation capital projects to meet the special needs of elderly individuals and individuals with disabilities; and

WHEREAS, the California Transportation Commission (CTC) must consider all project applications received within the state prior to submittal to the Federal Transit Administration (FTA) for funding approval; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code sections 66500 et seq.; and

WHEREAS, MTC, as the Regional Transportation Planning Agency, is responsible for objectively reviewing and scoring projects submitted by applicants in the MTC region and for making recommendations concerning their suitability for funding; these recommendations are to be considered by the CTC in its preparation of the statewide Program of Projects; and

WHEREAS, MTC, as the Regional Transportation Planning Agency, is responsible for establishing a public participation plan and a Local Level Appeals Process for the applicants; and

WHEREAS, MTC Resolution No. 468 states that "MTC shall not endorse a federal or state transportation grant request by private non-profit, or paratransit operators, including claimants under the FTA Elderly and Persons with Disabilities Program, unless the claimant shows to the satisfaction of the MTC evidence of willingness to participate in a countywide Paratransit Coordinating Council (PCC)"; now, therefore, be it

RESOLVED, that MTC has followed the Elderly and Persons with Disabilities Program Application Evaluation Process set forth in Attachment A, attached hereto and incorporated herein as though set forth in full; and, be it further

RESOLVED, that MTC has notified and involved interested members of the public in the selection and ranking of FTA Elderly and Persons with Disabilities Program projects; and, be it further

RESOLVED, that, based on the outcome of such process, MTC endorses the project priorities and conditions as listed on Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the Executive Director of MTC or his designee shall transmit these recommendations to the CTC, with the request that they be fully considered and incorporated by the CTC in its preparation of the statewide program of projects to be submitted to FTA for funding under the Elderly and Persons with Disabilities Program; and, be it further

RESOLVED, that a copy of this resolution shall also be transmitted to each county PCC which has participated in the FTA Elderly and Persons with Disabilities Program Project Review Process, and to other organizations as shall be appropriate; and, be it further

RESOLVED, that MTC will amend its Transportation Improvement Program (TIP) when appropriate to incorporate those projects approved at the state level.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California on April 27, 2011.

Date: April 27, 2011
W.I.: 1512
Referred By: PAC

Attachment A
Resolution No. 4005
Page 1 of 1

FTA Section 5310 Transportation for Elderly Persons and Persons with Disabilities Program
MTC's FY 2009-10 and FY 2010-11 Application Evaluation Process

1. MTC notified prospective applicants of the statewide Call for Projects. Outreach activities included: 1) an email to prospective applicants, 2) a postcard to prospective applicants, 3) an announcement on the MTC website, 4) a presentation to the Partnership Accessibility Committee, and 5) local outreach conducted by the nine county Paratransit Coordinating Councils (PCCs).

2. Each eligible project request received was evaluated using the statewide criteria, which were developed by the California Transportation Commission (CTC). The evaluation criteria are divided into the following categories: 1) ability of applicant, 2) coordination planning, 3) utilization of existing or proposed equipment, and 4) service effectiveness.

3. MTC, as the Regional Transportation Planning Agency, convened the nine county Paratransit Coordinating Councils (PCCs) to lead each county-wide evaluation process. Each county PCC assembled a Local Review Committee (LRC) to evaluate and score the applications submitted for funding under the FTA Section 5310 program. The composition of the county teams was determined entirely by each PCC. Applicants for projects that were deemed ineligible by the LRC were notified by the county PCC.

4. MTC staff reviewed each application to determine that the proposed project was derived from MTC's Coordinated Public Transit – Human Services Transportation Plan: Elderly and Disabled Component, and also independently evaluated the applications to make sure that the same standards were applied throughout the region in areas where some discretion was allowed.

5. The LRC's scores were transmitted to MTC staff. Discrepancies between the LRC's and MTC staff's scores were discussed and resolved. MTC staff notified each applicant and the PCCs of the scores and the local appeal process.

6. MTC staff with representatives from county PCCs met in an open forum format to hear and resolve applicant appeals (if any).

7. MTC staff compiled all scores for the region and developed a regional priority listing. MTC staff will present the final recommendations to the Commission for adoption. Once adopted, the final list will be transmitted to Caltrans and CTC for funding consideration.

FTA SECTION 5310 TRANSPORTATION FOR ELDERLY PERSONS & PERSONS WITH DISABILITIES PROGRAM
FY 2009-10 & FY 2010-11 PROGRAM PRIORITIES FOR SAN FRANCISCO BAY AREA REGION

NO.	APPLICANT	PROJECT	TYPE[1]	VIN[2]	QTY[3]	PROJECT SCORE	TOTAL COST	FEDERAL PORTION[4]	COUNTY
1	Outreach & Escort, Inc. (2010)	Minivan	R	48002		98	$44,000	$38,953	Santa Clara
2	Outreach & Escort, Inc. (2010)	Minivan	R	45165		98	$44,000	$38,953	Santa Clara
3	Outreach & Escort, Inc. (2010)	Minivan	R	37826		98	$44,000	$38,953	Santa Clara
4	Outreach & Escort, Inc. (2010)	Minivan	R	33707		98	$44,000	$38,953	Santa Clara
5	Outreach & Escort, Inc. (2010)	Minivan	R	36347		98	$44,000	$38,953	Santa Clara
6	Outreach & Escort, Inc. (2010)	Minivan	R	35820		98	$44,000	$38,953	Santa Clara
7	Outreach & Escort, Inc. (2010)	Minivan	R	40330		98	$44,000	$38,953	Santa Clara
8	Outreach & Escort, Inc. (2010)	Minivan	R	34176		98	$44,000	$38,953	Santa Clara
9	Outreach & Escort, Inc. (2010)	Minivan	R	28027		98	$44,000	$38,953	Santa Clara
10	Outreach & Escort, Inc. (2010)	Minivan	R	43652		98	$44,000	$38,953	Santa Clara
11	Outreach & Escort, Inc. (2010)	Minivan	R	43899		98	$44,000	$38,953	Santa Clara
12	Outreach & Escort, Inc. (2010)	Minivan	R	48342		98	$44,000	$38,953	Santa Clara
13	Outreach & Escort, Inc. (2010)	Minivan	R	40883		98	$44,000	$38,953	Santa Clara
14	Outreach & Escort, Inc. (2010)	Radios	OE	-	13	98	$13,000	$11,509	Santa Clara
15	Outreach & Escort, Inc. (2010)	Base Station	OE	-	1	98	$2,500	$2,213	Santa Clara
16	Outreach & Escort, Inc. (2011)	Minivan	R	47186		98	$44,000	$38,953	Santa Clara
17	Outreach & Escort, Inc. (2011)	Minivan	R	44024		98	$44,000	$38,953	Santa Clara
18	Outreach & Escort, Inc. (2011)	Minivan	R	43076		98	$44,000	$38,953	Santa Clara
19	Outreach & Escort, Inc. (2011)	Minivan	R	43853		98	$44,000	$38,953	Santa Clara
20	Outreach & Escort, Inc. (2011)	Minivan	R	33814		98	$44,000	$38,953	Santa Clara
21	Outreach & Escort, Inc. (2011)	Minivan	R	35866		98	$44,000	$38,953	Santa Clara
22	Outreach & Escort, Inc. (2011)	Minivan	R	34235		98	$44,000	$38,953	Santa Clara
23	Outreach & Escort, Inc. (2011)	Minivan	R	34031		98	$44,000	$38,953	Santa Clara
24	Outreach & Escort, Inc. (2011)	Minivan	R	28549		98	$44,000	$38,953	Santa Clara
25	Outreach & Escort, Inc. (2011)	Minivan	R	27379		98	$44,000	$38,953	Santa Clara
26	Outreach & Escort, Inc. (2011)	Minivan	R	28855		98	$44,000	$38,953	Santa Clara
27	Outreach & Escort, Inc. (2011)	Minivan	R	29911		98	$44,000	$38,953	Santa Clara
28	Outreach & Escort, Inc. (2011)	Minivan	R	27186		98	$44,000	$38,953	Santa Clara
29	Outreach & Escort, Inc. (2011)	Radios	OE	-	13	98	$13,000	$11,509	Santa Clara
30	Outreach & Escort, Inc. (2011)	Base Station	OE	-	1	98	$2,500	$2,213	Santa Clara
31	Whistlestop (Application #1)	Small Bus	R	80500		96	$65,000	$57,545	Marin

[1] R=Replacement, SE=Service Expansion, OE=Other Equipment
[2] VIN=For replacement projects, Vehicle Identification Number (last 5 digits only)
[3] OE requests only
[4] Federal Portion is 88.53% of Total Cost; remaining 11.47% is local match.

FTA SECTION 5310 TRANSPORTATION FOR ELDERLY PERSONS & PERSONS WITH DISABILITIES PROGRAM
FY 2009-10 & FY 2010-11 PROGRAM PRIORITIES FOR SAN FRANCISCO BAY AREA REGION

NO.	APPLICANT	PROJECT	TYPE[1]	VIN[2]	QTY[3]	PROJECT SCORE	TOTAL COST	FEDERAL PORTION[4]	COUNTY
32	Whistlestop (Application #1)	Small Bus	R	80378		96	$65,000	$57,545	Marin
33	Whistlestop (Application #1)	Small Bus	R	80540		96	$65,001	$57,545	Marin
34	Whistlestop (Application #1)	Small Bus	R	67352		96	$65,002	$57,546	Marin
35	Whistlestop (Application #1)	Small Bus	R	67836		96	$65,003	$57,547	Marin
36	PACE Solano	Large Bus	R	61297		93	$75,000	$66,398	Solano
37	PACE Solano	Large Bus	R	64970		93	$75,000	$66,398	Solano
38	Casa Allegra	Minivan	R	00145		89	$44,000	$38,953	Marin
39	Casa Allegra	Minivan	R	41232		89	$44,000	$38,953	Marin
40	SamTrans	Medium Bus	SE	-		89	$69,000	$61,086	San Mateo
41	SamTrans	Medium Bus	SE	-		89	$69,000	$61,086	San Mateo
42	Whistlestop (Application #2)	Medium Bus, Gas Hybrid	SE	-		88	$116,000	$102,695	Marin
43	Whistlestop (Application #2)	Medium Bus, Gas Hybrid	SE	-		88	$116,000	$102,695	Marin
44	Whistlestop (Application #2)	Medium Bus, Gas Hybrid	SE	-		88	$116,000	$102,695	Marin
45	Whistlestop (Application #2)	Medium Bus, Gas Hybrid	SE	-		88	$116,000	$102,695	Marin
46	Center for Elders' Independence (Ashland application)	Medium Bus (Hybrid)	SE	-		86	$116,000	$102,695	Alameda
47	Center for Elders' Independence (Ashland application)	Base Station	OE	-	1	86	$2,500	$2,213	Alameda
48	Center for Elders' Independence (Ashland application)	Mobile Radio	OE	-	5	86	$2,500	$2,213	Alameda
49	Center for Elders' Independence (Ashland application)	GPS Network Module	OE	-	34	86	$14,450	$12,793	Alameda
50	Center for Elders' Independence (Ashland application)	Medium Bus (Hybrid)	SE	-		86	$116,000	$102,695	Alameda
51	Center for Elders' Independence (Ashland application)	Medium Bus (Hybrid)	SE	-		86	$116,000	$102,695	Alameda
52	Center for Elders' Independence (Ashland application)	Medium Bus (Hybrid)	SE	-		86	$116,000	$102,695	Alameda
53	Center for Elders' Independence (Ashland application)	Medium Bus (Hybrid)	SE	-		86	$116,000	$102,695	Alameda
54	Jewish Family and Children's Services	Computer	OE	-	1	86	$1,573	$1,393	SF
55	Becoming Independent	Small Bus	R	09680		85	$65,000	$57,545	Sonoma
56	Becoming Independent	Small Bus	R	12460		85	$65,000	$57,545	Sonoma
57	Becoming Independent	Small Bus	R	12459		85	$65,000	$57,545	Sonoma
58	Becoming Independent	Small Bus	R	26085		85	$65,000	$57,545	Sonoma
59	Becoming Independent	Small Bus	R	35415		85	$65,000	$57,545	Sonoma
60	Becoming Independent	Minivan	R	29397		85	$44,000	$38,953	Sonoma
61	Becoming Independent	Small Bus	R	09573		85	$65,000	$57,545	Sonoma
62	Becoming Independent	Base Station	OE	-	3	85	$7,500	$6,640	Sonoma
63	Becoming Independent	Mobile Radios	OE	-	25	85	$25,000	$22,133	Sonoma
64	Casa Allegra	Minivan	R	16819		84	$44,000	$38,953	Marin
65	Kimochi	Medium Bus	R	50207		84	$69,000	$61,086	SF
66	Kimochi	Medium Bus	R	50208		84	$69,000	$61,086	SF
67	Life Steps Foundation	Medium Bus	R	16846		84	$69,000	$61,086	San Mateo
68	Hope Services	Small Bus	R	13453		83	$65,000	$57,545	Santa Clara
69	Hope Services	Small Bus	R	87231		83	$65,000	$57,545	Santa Clara
70	Novato Human Needs Center	Medium Bus	SE	-		83	$69,000	$61,086	Marin
71	Novato Human Needs Center	Small Bus	SE	-		82	$65,000	$57,545	Marin

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FTA SECTION 5310 TRANSPORTATION FOR ELDERLY PERSONS & PERSONS WITH DISABILITIES PROGRAM
FY 2009-10 & FY 2010-11 PROGRAM PRIORITIES FOR SAN FRANCISCO BAY AREA REGION

NO.	APPLICANT	PROJECT	TYPE[1]	VIN[2]	QTY[3]	PROJECT SCORE	TOTAL COST	FEDERAL PORTION[4]	COUNTY
72	On Lok (SF County application)	Small Bus	R	01369		82	$65,000	$57,545	SF
73	On Lok (SF County application)	Small Bus	R	31759		82	$65,000	$57,545	SF
74	Veteran's Home of Yountville	Large Bus	R	03345		82	$75,000	$66,398	Napa
75	Veteran's Home of Yountville	Large Bus	R	03346		82	$75,000	$66,398	Napa
76	Veteran's Home of Yountville	Large Bus	R	47009		82	$75,000	$66,398	Napa
77	Becoming Independent	Small Bus	R	64469		80	$65,000	$57,545	Sonoma
78	Becoming Independent	Small Bus	R	64898		80	$65,000	$57,545	Sonoma
79	Satellite Housing (Alameda County application)	Medium Bus	R	20640		80	$116,000	$102,695	Alameda
80	Life Steps Foundation	Small Bus	R	59336		79	$65,000	$57,545	San Mateo
81	City of Santa Rosa	Small Bus	R	88038		78	$65,000	$57,545	Sonoma
82	City of Santa Rosa	Small Bus	R	88039		78	$65,000	$57,545	Sonoma
83	On Lok (Santa Clara County application)	Small Bus	SE	-		78	$65,000	$57,545	Santa Clara
84	On Lok (Santa Clara County application)	Small Bus	SE	-		78	$65,000	$57,545	Santa Clara
85	Self Help for the Elderly	Medium Bus	SE	-		78	$69,000	$61,086	SF
86	Self Help for the Elderly	Large Bus	SE	-		78	$75,000	$66,398	SF
87	Edgewood Center	Minivan	R	89286		77	$44,000	$38,953	SF
88	Edgewood Center	Minivan	R	77722		77	$44,000	$38,953	SF
89	On Lok (Alameda County application)	Small Bus	SE	-		77	$65,000	$57,545	Alameda
90	On Lok (Alameda County application)	Small Bus	SE	-		77	$65,000	$57,545	Alameda
91	City of San Ramon	Large Bus	R	25037		76	$75,000	$66,398	Contra Costa
92	City of San Ramon	Small Bus	R	45838		76	$65,000	$57,545	Contra Costa
93	Satellite Housing (Alameda County application)	Small Bus	R	33125		75	$65,000	$57,545	Alameda
94	Casa Allegra	Minivan	R	38009		74	$44,000	$38,953	Marin
95	Lamorinda Spirit Van	Minivan	SE	-		74	$44,000	$38,953	Contra Costa
96	Life Steps Foundation	Small Bus	SE	-		73	$65,000	$57,545	San Mateo
97	Life Steps Foundation	Small Bus	SE	-		73	$65,000	$57,545	San Mateo
98	Life Steps Foundation	Small Bus	SE	-		73	$65,000	$57,545	San Mateo
99	St. Mary's ADHC	Medium Bus	R	77985		72	$69,000	$61,086	SF
100	Jewish Family and Children's Services	Medium Bus	R	14962		71	$69,000	$61,086	SF
101	Jewish Family and Children's Services	Medium Bus	R	14963		71	$69,000	$61,086	SF
102	Jewish Family and Children's Services	Medium Bus	R	14964		71	$69,000	$61,086	SF
103	Jewish Family and Children's Services	Medium Bus	R	14965		71	$69,000	$61,086	SF
104	Jewish Family and Children's Services	Medium Bus	R	14966		71	$69,000	$61,086	SF
105	Jewish Family and Children's Services	Medium Bus	R	14967		71	$69,000	$61,086	SF
106	Jewish Family and Children's Services	Minivan	SE	-		71	$44,000	$38,953	SF
107	Jewish Family and Children's Services	Base Station	OE	-	1	71	$2,500	$2,213	SF
108	Jewish Family and Children's Services	Radio	OE	-	1	71	$1,000	$885	SF
109	Old Adobe Developmental Services	Small Bus	SE	-		71	$65,000	$57,545	Sonoma
110	Old Adobe Developmental Services	Minivan	SE	-		70	$44,000	$38,953	Sonoma
111	Old Adobe Developmental Services	Minivan	SE	-		68	$44,000	$38,953	Sonoma

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FTA SECTION 5310 TRANSPORTATION FOR ELDERLY PERSONS & PERSONS WITH DISABILITIES PROGRAM
FY 2009-10 & FY 2010-11 PROGRAM PRIORITIES FOR SAN FRANCISCO BAY AREA REGION

NO.	APPLICANT	PROJECT	TYPE[1]	VIN[2]	QTY[3]	PROJECT SCORE	TOTAL COST	FEDERAL PORTION[4]	COUNTY
112	Satellite Housing (Contra Costa County application)	Large Bus	SE	-		67	$75,000	$66,398	Contra Costa
113	East Bay Services to the Developmentally Disabled	Minivan	SE	-		66	$44,000	$38,953	Alameda
114	East Bay Services to the Developmentally Disabled	Minivan	SE	-		65	$44,000	$38,953	Alameda
115	East Bay Services to the Developmentally Disabled	Minivan	SE	-		63	$44,000	$38,953	Alameda
Ineligible projects:									
*	Aldea Children and Family Services	Small Bus	R	05267		-	$65,000	$57,545	Napa
**	Center for Elders' Independence (Richmond application)	Medium Bus (Hybrid)	SE	-		-	$116,000	$102,695	Contra Costa
**	Center for Elders' Independence (Richmond application)	Medium Bus (Hybrid)	SE	-		-	$116,000	$102,695	Contra Costa
**	Center for Elders' Independence (Richmond application)	Medium Bus (Hybrid)	SE	-		-	$116,000	$102,695	Contra Costa
**	Center for Elders' Independence (Richmond application)	Medium Bus (Hybrid)	SE	-		-	$116,000	$102,695	Contra Costa
**	Center for Elders' Independence (Richmond application)	Medium Bus (Hybrid)	SE	-		-	$116,000	$102,695	Contra Costa
**	Center for Elders' Independence (Richmond application)	Base Station	OE	-	1	-	$2,500	$2,213	Contra Costa
**	Center for Elders' Independence (Richmond application)	Mobile Radios	OE	-	5	-	$2,500	$2,213	Contra Costa
**	Center for Elders' Independence (Richmond application)	Network GPS Module	OE	-	5	-	$2,125	$1,881	Contra Costa
***	Veteran's Home of Yountville	Large Bus	R	75861		-	$69,000	$61,086	Napa
***	Veteran's Home of Yountville	Large Bus	R	75860		-	$69,000	$61,086	Napa
						TOTAL	$7,379,154	$6,532,765	

* Ineligible because application was received after 3/4/11 deadline.
** Ineligible (per Caltrans' determination) because the requested vehicles and equipment would serve a facility that does not have a finalized site location and is not planned to open until 2013, after the scheduled vehicle delivery.
*** Ineligible because vehicle proposed for replacement is not in active service.

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[3] OE requests only
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APPENDIX A – 29

Specific Funding Programs

FTA Nonurbanized Area Formula (Section 5311)
Program of Projects for FY2011-12 and FY2012-13
MTC Resolution No. 4048

Date: January 25, 2012
W.I.: 1512
Referred By: PAC
Revised: 02/27/13-C

ABSTRACT

Resolution No. 4048, Revised

This resolution adopts the FY2011-12 and FY2012-13 Federal Transit Administration (FTA) Nonurbanized Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Nonurbanized Area Formula Program FY2011-12 and FY2012-13

This resolution was revised on February 27, 2013 to add FY2012-13 Solano County projects and to adjust the FY2012-13 funding for all projects, due to an approximate $0.8 million increase in the amount of funding available in FY2012-13.

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary sheets dated January 11, 2012 and February 13, 2013.

Date: January 25, 2012
W.I.: 1512
Referred By: PAC

Re: Program of Projects in the San Francisco Bay Area for the FY2011-12 and FY2012-13 Federal Transit Administration (FTA) Nonurbanized Area Formula (Section 5311) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4048

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code sections 66500 et. seq.; and

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act (FTA) provides a formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has adopted Resolution No. 4036, which sets forth MTC's FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area; and

WHEREAS, MTC has developed, in consultation with interested transportation providers and in accordance with the MTC's Section 5311 Funding Objectives and Criteria, a FY2011-12 and FY2012-13 FTA Nonurbanized Area Formula Program of Projects for the San Francisco

Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2011-12 and FY2012-13 FTA Nonurbanized Area Formula Program of Projects as listed on Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the FY2011-12 and FY2012-13 Program of Projects as listed on Attachment A to match the actual FTA Nonurbanized Area Formula fund appropriation; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to Caltrans, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California, on January 25, 2012.

Date: January 25, 2012
W.I.: 1512
Referred by: PAC
Revised: 02/27/13-C

Attachment A
Resolution No. 4048
Page 1 of 1

Federal Transit Administration
Section 5311 Nonurbanized Area Formula Program
FY2011-12 and FY2012-13

FY2011-12 Funding Available:

Apportionments:	**$**	**1,234,469**
Prior Year Carryover:	**$**	**-**
Total Funding Available:	**$**	**1,234,469**

FY 2011-12 Programming:

Applicant	Project Description	Sect. 5311 Program	Local Match	Total Project Cost	Toll Credit*
Dixon	Operating Assistance (Readi-Ride)	$ 32,038	$ 492,262	$ 524,300	$ -
Fairfield and Suisun Transit	Operating Assistance (Rt. 30)	$ 78,765	$ 332,508	$ 411,273	$ -
LAVTA	Operating Assistance (Rts. 2, 11, 12, 20)	$ 40,520	$ 213,767	$ 254,287	$ -
Marin County Transit	Operating Assistance (West Marin Stagecoach)	$ 213,007	$ 692,350	$ 905,357	$ -
Napa County Transit	Operating Assistance (Northern Napa Co.)	$ 175,001	$ 141,285	$ 316,286	$ -
Rio Vista	Operating Assistance (Delta Breeze)	$ 61,344	$ 260,619	$ 321,963	$ -
SamTrans	Operating Assistance (Coastside, Rt. 17)	$ 114,822	$ 730,710	$ 845,532	$ -
SolTrans	Operating Assistance (Rt. 85)	$ 107,300	$ 791,715	$ 899,015	$ -
Sonoma County Transit	Vehicle Replacements	$ 265,115	$ 34,349	$ 299,464	$ -
Sonoma County Transit	Replacement Video Equipment for Fixed Route Fleet	$ 36,703	$ 4,755	$ 41,458	$ -
VTA	Operating Assistance (Rt. 68)	$ 109,854	$ 88,689	$ 198,543	$ -
Total Programming		$ 1,234,469	$ 3,783,009	$ 5,017,478	$ -
Total Available		$ 1,234,469			
Available for Carryover		$ -			

FY2012-13 Funding Available:

Apportionments:	**$**	**1,865,389**
Prior Year Carryover:	**$**	**-**
Regional share of statewide SAFETEA balances:	**$**	**169,510**
Total Funding Available:	**$**	**2,034,899**

FY 2012-13 Programming:

Applicant	Project Description	Sect. 5311 Program	Local Match	Total Project Cost	Toll Credit*	Notes
Dixon	Operating Assistance (Readi-Ride)	$ 130,000	$ 435,600	$ 565,600	$ -	(a)
Fairfield and Suisun Transit	Operating Assistance (Rt. 30)	$ 200,000	$ 3,624	$ 203,624	$ 100,000	(a)(b)
LAVTA	Operating Assistance (Rts. 2, 11, 12, 20)	$ 70,431	$ 56,862	$ 127,293	$ -	
Marin County Transit	Operating Assistance (West Marin Stagecoach)	$ 265,119	$ 579,287	$ 844,406	$ -	
Napa County Transit	Operating Assistance (Northern Napa Co.)	$ 303,427	$ 244,968	$ 548,395	$ -	
Rio Vista	Vehicle Equipment (security cameras and AVLs)	$ 25,000	$ 45,000	$ 70,000	$ -	(a)
Rio Vista	Operating Assistance (Delta Breeze)	$ 68,450	$ 70,750	$ 139,200	$ -	(a)
SamTrans	Operating Assistance (Demand Response, Rt. 17)	$ 201,004	$ 162,278	$ 363,282	$ -	
SolTrans	Operating Assistance (Rt. 85)	$ 63,474	$ 14,124	$ 77,598	$ 20,539	(a)(b)
Sonoma County Transit	Vehicle Replacements	$ 527,578	$ 272,422	$ 800,000	$ -	
VTA	Operating Assistance (Rt. 68)	$ 180,416	$ 145,657	$ 326,073	$ -	
Total Programming		$ 2,034,899	$ 2,030,572	$ 4,065,471	$ 120,539	
Total Available		$ 2,034,899				
Available for Carryover		$ -				

*Toll Credits do not count toward the total project cost.

Notes:
(a) Solano County FY2012-13 projects are pending STA Board approval on Febraury 13, 2013.
(b) Caltrans, the designated recipient of the state's Section 5311 funds, gave Fairfield and Suisun Transit and SolTrans permission to use transportation development credits (toll credits) toward their projects' local share. Per Caltrans' 5311 Handbook, "the effect of utilizing transportation development credits means that FTA, in essence, provides [up to] 100 percent of the total net project cost."

APPENDIX A – 30

Specific Funding Programs

2012 Regional Transportation Improvement Program (RTIP)
MTC Resolution No. 4038

Date: December 21, 2011
W.I.: 1515
Referred by: PAC
Revised: 01/25/12-C
02/22/12-C
03/28/12-C

ABSTRACT

Resolution No. 4038, Revised

This resolution adopts the 2012 Regional Transportation Improvement Program (RTIP) for fiscal years 2012-13 through 2016-17, for the San Francisco Bay Area for submission to the California Transportation Commission (CTC).

Attachment A – 2012 RTIP project list

Attachment B – 2012 RTIP programming policies

This resolution was revised on January 25, 2012 by Commission action to revise Attachment A – 2012 RTIP project list, to reflect updated programming for projects to include a $1.0 million advance of Sonoma County's RTIP share for the Presidio Parkway (Doyle Drive Replacement).

This resolution was revised on February 22, 2012 by Commission action to revise Attachment A – 2012 RTIP project list, to reflect updated programming for projects in Alameda County to reflect a local funding exchange involving the programming of the Route 84 Expressway in Livermore (Southern Segment) project.

This resolution was revised on March 28, 2012 by Commission action to revise Attachment A of the 2012 RTIP to reduce the San Francisco county share amount for the Doyle Drive Replacement / Presidio Parkway project from $44.8 million to $13 million in response to programming $34 million of regional STP/CMAQ funds to the project. The action also revised Attachment B to commit programming of $34 million in future San Francisco RTIP funds for FPI/Express Lanes, or other regionally selected project, and that it will be the highest priority for future San Francisco RTIP funding after Planning, Programming and Monitoring (PPM) funding and meeting the remaining $88 million commitment to the Central Subway project.

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheet dated December 14, 2011, January 11, 2012, February 8, 2012, and March 7, 2012.

Date: December 21, 2011
W.I.: 1515
Referred by: PAC

RE: Adoption of 2012 Regional Transportation Improvement Program (RTIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4038

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC biennially adopts, pursuant to Government Code Section 65080, a Regional Transportation Improvement Program (RTIP) that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, and local governments, a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects for inclusion in fiscal years 2012-13 through 2016-17 of the 2012 RTIP ("2012 RTIP"); and

WHEREAS, the 2012 RTIP has been developed consistent with the policies and procedures outlined in MTC Resolution No. 4028, and with the STIP Guidelines adopted by the CTC on August 10, 2011; and

WHEREAS, Attachment A sets forth the project list for the 2012 RTIP and Attachment B sets forth programming policies as a companion to the project list; and

WHEREAS, MTC's Programming and Allocations Committee recommends adoption of the funding for inclusion in fiscal years 2012-13 through 2016-17 of the 2012 RTIP; now, therefore, be it

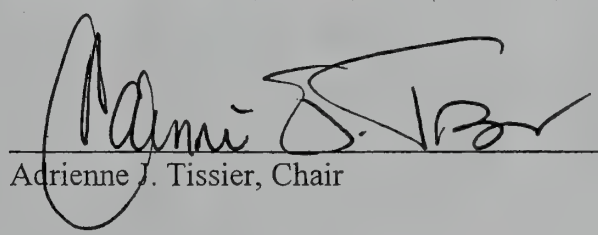
RESOLVED, that MTC adopts the 2012 RTIP, attached hereto as Attachment A and Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director may make adjustments to Attachment 'A' in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, to respond to direction from the California Transportation Commission and/or the California Department of Transportation; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2012 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3075; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 21, 2011.

Date: December 21, 2011
W.I.: 1515
Referred by: PAC
Revised: 01/25/11-C
02/22/12-C
03/28/12-C

Attachment A
Resolution No. 4038

2012 Regional Transportation Improvement Program (RTIP)

Project List

Date: December 21, 2011
Attachment A
MTC Resolution No. 4038
Referred by: PAC
Revised: 01/25/11-C; 02/22/12-C; 03/28/12-C

Attachment A

MTC 2012 Regional Transportation Improvement Program

March 28, 2012
(all numbers in thousands)

County	Agency	PPNO	Project	Fund Type	Total	2012 RTIP Funding by Fiscal Year					
						Prior	12-13	13-14	14-15	15-16	16-17
Proposed 2012 RTIP - New or Amended Funding in STIP											
Alameda	ACTC	2179	Planning, programming, and monitoring	PPM	**1,206**	0	0	320	0	0	886
Alameda	MTC	2100	Planning, programming, and monitoring	PPM	**257**	0	0	0	0	126	131
Alameda	ACTC	81D	SR-84 Expressway (East-West Connector)	Hwy	**-9,300**	0	0	0	-9,300	0	0
Alameda	Caltrans/CCTA	57J	SR-24 Corridor Landscaping	Hwy	**2,000**	0	400	1,600	0	0	0
Regional	MTC		I-680 Freeway Performance Initiative Project	Hwy	**2,000**	0	0	2,000	0	0	0
Alameda	ACTC	81H	SR-84 Expressway in Livermore (Southern Segment 2)	Hwy	**34,851**	0	0	34,851	0	0	0
Alameda	ACTC	81H	SR-84 Expressway in Livermore (Southern Segment 2) TE	TE	**2,179**	0	0	2,179	0	0	0
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	**3,063**	0	0	0	0	0	3,063
Alameda-TE	MTC	2100C	TE Reserve (MTC Share)	TE	**-884**	0	-1,960	538	538	0	0
Alameda-TE	ACTC	2100J	TE Reserve (County Share)	TE	**0**	0	0	0	0	0	0
			Target = $35,372, TE Target = $4,358		**35,372**	0	-1,560	41,488	-8,762	126	4,080
Contra Costa	CCTA	2011O	Planning, programming, and monitoring	PPM	**831**	0	0	0	0	222	609
Contra Costa	MTC	2118	Planning, programming, and monitoring	PPM	**167**	0	0	0	0	82	85
Contra Costa	BART		East Contra Costa BART Extension (eBART)	PTA	**13,000**	0	0	0	0	13,000	0
Contra Costa	Hercules		Hercules Intermodal Transit Center, Station Building	PTA	**5,100**	0	0	0	0	5,100	0
Contra Costa	BART		Walnut Creek BART TOD Intermodal	PTA	**5,300**	0	0	0	0	5,300	0
Contra Costa	CCTA		I-80/San Pablo Dam Rd. Interchange Reconstruction	Hwy	**15,000**	0	10,300	4,700	0	0	0
Contra Costa	CCTA		I-680 SB HOV Gap Closure, N. Main St to Livorna Rd.	Hwy	**5,557**	0	0	0	5,557	0	0
Contra Costa	CCTA	0192G	SR-4 Interchange Improvements in Antioch	Hwy	**-19,450**	0	-19,450	0	0	0	0
Contra Costa	CCTA		I-680 Auxiliary Lanes Segment 2 (Sycamore-Crow Canyon)	Hwy	**19,450**	0	19,450	0	0	0	0
Regional	MTC		I-680 Freeway Performance Initiative Project	Hwy	**29,000**	0	0	29,000	0	0	0
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	**2,090**	0	0	0	0	0	2,090
Contra Costa-TE	MTC	2118F	TE Reserve (MTC Share)	TE	**-603**	0	-1,270	333	334	0	0
Contra Costa-TE	CCTA	2118F	TE Reserve (County Share)	TE	**1,486**	0	0	0	0	0	1,486
			Target = $76,928, TE Target = $2,973		**76,928**	0	9,030	34,033	5,891	23,704	4,270
Marin	TAM	2127C	Planning, programming, and monitoring	PPM	**226**	0	-140	200	0	0	166
Marin	MTC	2127	Planning, programming, and monitoring	PPM	**47**	0	0	0	0	23	24
Marin	MCTD	2128A	Marin Transit Bus Stop Improvements	PTA	**100**	0	100	0	0	0	0
San Francisco	Caltrans	619A	Doyle Drive Replacement (Presidio Parkway) Availability	Hwy	**0**	0	-4,000	0	4,000	0	0
Marin	Marin Co.		Miller Creek Bicycle Lanes and Pedestrian Improvements	TE	**407**	0	45	0	0	362	0
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	**571**	0	0	0	0	0	571
Marin-TE	MTC	2127B	TE Reserve (MTC Share)	TE	**-165**	0	-371	102	104	0	0
Marin-TE	TAM	2127B	TE Reserve (County Share)	TE	**0**	0	0	0	0	0	0
			Target = $0, TE Target = $813		**1,186**	0	-4,366	302	4,104	385	761

Date: December 21, 2011
Attachment A
MTC Resolution No. 4038
Referred by: PAC
Revised: 01/25/11-C; 02/22/12-C; 03/28/12-C

MTC 2012 Regional Transportation Improvement Program

March 28, 2012
(all numbers in thousands)

County	Agency	PPNO	Project	Fund Type	Total	2012 RTIP Funding by Fiscal Year					
						Prior	12-13	13-14	14-15	15-16	16-17
Napa	NCTPA	1003E	Planning, programming, and monitoring	PPM	**314**	0	45	45	45	69	110
Napa	MTC	2130	Planning, programming, and monitoring	PPM	**29**	0	0	0	0	14	15
Napa	Caltrans	376	SR 221/29 Intersection Improvements	Hwy	**0**	0	0	0	0	0	0
Napa	Caltrans	367J	SR-12 Jameson Canyon Widening Replacement Lanscaping	Hwy	**0**	0	-850	850	0	0	0
Napa	Calistoga		Berry-Cedar-Washington Pavement Rehabilitation	LSR	**165**	0	165	0	0	0	0
Napa	St. Helena		E. Charter Oak Pavement Rehabilitation	LSR	**191**	0	191	0	0	0	0
Napa	Napa		Trower-Central Pavement Rehabilitation	LSR	**1,606**	0	1,606	0	0	0	0
Napa	American Cyn		Lena-Stenson Pavement Rehabilitation	LSR	**268**	0	268	0	0	0	0
Napa	Napa Co.		Silverado Trail Ph. G and H Pavement Rehabilitation	LSR	**1,595**	0	1,595	0	0	0	0
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	**376**	0	0	0	0	0	376
Napa-TE	MTC	2130B	TE Reserve (MTC Share)	TE	**-109**	0	-230	60	61	0	0
Napa-TE	NCTPA	2130J	TE Reserve (County Share)	TE	**267**	0	0	0	0	267	0
			Target = $4,702, TE Target = $534		**4,702**	0	2,790	955	106	350	501
San Francisco	SFCTA	2007	Planning, programming, and monitoring	PPM	**608**	0	0	0	161	0	447
San Francisco	MTC	2131	Planning, programming, and monitoring	PPM	**131**	0	0	0	0	64	67
San Francisco	Caltrans	619A	Doyle Drive Replacement (Presidio Parkway) Milestone	Hwy	**13,000**	0	13,000	0	0	0	0
San Francisco-TE	SF MTA		San Francisco Pedestrian Safety & Encouragement Campaign	TE	**851**	0	851	0	0	0	0
San Francisco-TE	SF MTA		San Francisco Crosswalk Conversion Project	TE	**250**	0	0	250	0	0	0
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	**1,548**	0	0	0	0	0	1,548
San Francisco-TE	SFCTA	2007S	TE Reserve (MTC Share)	TE	**-447**	0	-1,003	278	278	0	0
San Francisco-TE	MTC	2007S	TE Reserve (County Share)	TE	**0**	0	0	0	0	0	0
			Target = $13,114, TE Target = $2,202		**15,941**	0	12,848	528	439	64	2,062
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	PPM	**627**	0	0	0	0	165	462
San Mateo	MTC	2140	Planning, programming, and monitoring	PPM	**136**	0	0	0	0	67	69
San Mateo	SM CTA	702A	US-101 Broadway Interchange	Hwy	**19,000**	0	0	19,000	0	0	0
San Mateo	SM CTA	690A	US-101 Willow Rd Interchange Reconstruction	Hwy	**1,471**	0	-20,471	1,471	20,471	0	0
San Mateo	Caltrans	669B	SR-98 Slow Vehicle Lane Improvements (grf)	Hwy	**-12,540**	0	0	0	-12,540	0	0
San Mateo	Pacifica	632C	SR-1 Calera Parkway Operational Imps. in Pacifica	Hwy	**0**	0	0	6,900	-6,900	0	0
San Mateo	San Mateo		SR-92 Improvements Phase 1: Op Imprs at 92/ECR IC	Hwy	**5,000**	0	0	0	0	0	5,000
San Mateo	SM C/CAG		SR-92 Improvements Phase 2: Env Study for 92/101 IC Imprs	Hwy	**2,411**	0	0	0	0	2,411	0
San Mateo	SM C/CAG	2140E	Countywide ITS Improvements	Hwy	**2,321**	0	-1,977	0	4,298	0	0
San Mateo	Caltrans	2140F	Smart Corridor, Segment 3 to Santa Clara Co. (State)	Hwy	**515**	0	515	0	0	0	0
San Mateo	SM C/CAG	2140F	Smart Corridor, Segment 3 to Santa Clara Co. (Local)	Hwy	**1,462**	0	1,462	0	0	0	0
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	**1,598**	0	0	0	0	0	1,598
San Mateo-TE	MTC	2140C	TE Reserve (MTC Share)	TE	**-461**	0	-1,041	289	291	0	0
San Mateo-TE	SM C/CAG	2140L	TE Reserve (County Share)	TE	**1,137**	0	-1,000	-745	1,745	1,137	0
			Target = $22,677, TE Target = $2,274		**22,677**	0	-22,512	26,915	7,365	3,780	7,129

Date: December 21, 2011
Attachment A
MTC Resolution No. 4038
Referred by: PAC
Revised: 01/25/11-C; 02/22/12-C; 03/28/12-C

MTC 2012 Regional Transportation Improvement Program

March 28, 2012
(all numbers in thousands)

County	Agency	PPNO	Project	Fund Type	Total	2012 RTIP Funding by Fiscal Year					
						Prior	12-13	13-14	14-15	15-16	16-17
Santa Clara	VTA	2255	Planning, programming, and monitoring	PPM	**1,681**	0	0	0	0	628	1,053
Santa Clara	MTC	2144	Planning, programming, and monitoring	PPM	**300**	0	0	0	0	147	153
Santa Clara-TE	Campbell		Hacienda Avenue Improvements	TE	**544**	0	0	544	0	0	0
Santa Clara-TE	San Jose		St. John Street Multimodal Improvements Ph. 1	TE	**1,500**	0	0	0	1,500	0	0
Santa Clara-TE	San Jose		Park Avenue Multimodal Improvements	TE	**1,456**	0	0	0	1,456	0	0
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	**3,632**	0	0	0	0	0	3,632
Santa Clara-TE	MTC	2255B	TE Reserve (MTC Share)	TE	**-1,050**	0	-2,296	623	623	0	0
Santa Clara-TE	VTA	2255	TE Reserve (County Share)	TE	**-918**	0	0	-3,041	-459	1,291	1,291
			Target = $0, TE Target = $5,164		**7,145**	0	-2,296	-1,874	3,120	2,066	6,129
Solano	STA	2263	Planning, programming, and monitoring	PPM	**372**	0	0	0	0	98	274
Solano	MTC	2152	Planning, programming, and monitoring	PPM	**79**	0	0	0	0	39	40
Solano	STA		Jepson (Vanden/Peabody/Leisure Town segement)	Hwy	**8,296**	0	0	0	0	8,296	0
Solano-TE	STA		West B Street Bike/Ped Undercrossing (Dixon)	TE	**1,321**	0	1,321	0	0	0	0
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	**945**	0	0	0	0	0	945
Solano-TE	MTC	5152A	TE Reserve (MTC Share)	TE	**-272**	0	-601	164	165	0	0
Solano-TE	STA	5152K	TE Reserve (County Share)	TE	**-649**	0	-649	0	0	0	0
			Target = $10,092, TE Target = $1,345		**10,092**	0	71	164	165	8,433	1,259
Sonoma	SCTA	0770E	Planning, programming, and monitoring	PPM	**468**	0	-373	373	0	125	343
Sonoma	MTC	2156	Planning, programming, and monitoring	PPM	**95**	0	0	0	0	47	48
Sonoma	Caltrans	0789E	US-101 College Ave (supplemental)	Hwy	**550**	550	0	0	0	0	0
San Francisco	Caltrans	0619A	Presidio Parkway (Doyle Drive Replacement) Availability	Hwy	**1,000**	0	0	0	1,000	0	0
Sonoma-TE	Windsor		Windsor Old Redwood Highway Ped Enhancements	TE	**609**	0	112	497	0	0	0
Sonoma-TE	SMART		SMART Multi-Use Pathway SC-IOS	TE	**3,000**	0	0	3,000	0	0	0
Regional-TE	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span of Bay Bridge	TE	**1,177**	0	0	0	0	0	1,177
Sonoma-TE	MTC	5156A	TE Reserve (MTC Share)	TE	**-340**	0	-732	196	196	0	0
Sonoma-TE	SCTA	5156I	TE Reserve (County Share)	TE	**-885**	-669	-64	0	-152	0	0
			Target = $0, TE Target = $1,675		**5,674**	-119	-1,057	4,066	1,044	172	1,568
MTC Region			**Regional Totals: Target = $162,885, TE Target = $21,338**		**179,717**	-119	-7,052	106,577	13,472	39,080	27,759
				cumulative:			-7,171	99,406	112,878	151,958	179,717

Note: Detail on project programming by year and phase will be submitted to CTC

Date: December 21, 2011
W.I.: 1515
Referred by: PAC
Revised: 03/28/12-C

Attachment B
Resolution No. 4038
Page 1 of 1

2012 Regional Transportation Improvement Program (RTIP)

Programming Principles

1. MTC adopted the New Federal Transportation Act Cycle 1 STP/CMAQ Programming (MTC Resolution 3925, Revised), which provided $31 million in RTIP funds freed up by regional American Recovery and Reinvestment Act of 2009 (ARRA) funds (for the SR-24 Caldecott Tunnel Fourth Bore) to Freeway Performance Initiative projects. The $31 million in RTIP funds freed up by regional ARRA funds, now proposed for the Freeway Performance Initiative project, shall be the highest regional priority for programming beyond the region's funding target STIP funding after Planning Programming and Monitoring (PPM) in the earliest year possible.

2. As adopted in MTC Resolution No. 3925, Revised (STP/CMAQ Cycle 1 Programming) on March 28, 2012, $34 million of future San Francisco RTIP funds shall be programmed to the Freeway Performance Initiative (FPI)/Express Lanes, or other regionally selected project. The programming of these projects from San Francisco's county share shall be the highest priority for future San Francisco RTIP funding after Planning, Programming and Monitoring (PPM) funding and meeting the remaining $88 million commitment to the Central Subway project.

APPENDIX A – 31

Specific Funding Programs

FTA New Freedom (Section 5317)
Cycle 4 Program of Projects
MTC Resolution No. 4041

Date: November 16, 2011
W.I.: 1518
Referred by: PAC

ABSTRACT
Resolution No. 4041

This resolution adopts the Federal Transit Administration (FTA) New Freedom (Section 5317) Cycle 4 Program of Projects for the large urbanized areas of the San Francisco Bay Area.

The following attachment is provided with this resolution:

Attachment A New Freedom Cycle 4 Program of Projects for Large Urbanized Areas

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheet dated November 9, 2011.

Date: November 16, 2011
W.I.: 1518
Referred by: PAC

Re: New Freedom Cycle 4 Program of Projects for Large Urbanized Areas

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4041

WHEREAS, the United States Code Title 49 Section 5317 (49 U.S.C. 5317) authorizes and sets forth the provisions for the New Freedom Program, which makes grants to recipients for addressing the transportation needs of disabled persons through the provision of new services and facility improvements that go beyond those required by the Americans with Disabilities Act; and

WHEREAS, 49 U.S.C. 5317(c) apportions New Freedom funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

WHEREAS, 49 U.S.C. 5317(d) requires designated recipients of New Freedom funds to conduct a competitive process to award grants to subrecipients; and

WHEREAS, pursuant to Government Code Section 66500 et seq., the Metropolitan Transportation Commission ("MTC") is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. 5307(a)(2), MTC is the designated recipient of New Freedom Program funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

WHEREAS, as the designated recipient, MTC has conducted a competitive selection process and developed for submittal to the Federal Transit Administration (FTA) a program of projects (POP) for the San Francisco Bay Area's large urbanized area New Freedom Program FY2010 and FY2011 apportionments, attached hereto as Attachment A, and incorporated herein as though set forth at length; and

WHEREAS, MTC has adopted Resolution No. 4012, which sets forth MTC's Program Guidelines for Cycle 4 of the of the New Freedom Program; and

WHEREAS, MTC conducted the competitive selection processes for the New Freedom large urbanized area apportionment in accordance with those guidelines; now, therefore, be it

RESOLVED, that MTC adopts the New Freedom Cycle 4 Program of Projects for large urbanized areas as listed in Attachment A; and be it further

RESOLVED, that MTC will submit to FTA a grant application to secure the New Freedom funding for those agencies listed as subrecipients in Attachment A who are not able to submit a grant application to FTA themselves; and be it further

RESOLVED, that MTC will enter into agreements with those agencies listed as subrecipients in Attachment A to ensure their compliance with all applicable Federal requirements; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 16, 2011.

Date: November 9, 2011
W.I.: 1518
Referred by: PAC

Attachment A
MTC Resolution No. 4041
Page 1 of 5

NEW FREEDOM PROGRAM - CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients					
1	City of Alameda	Accessible Pedestrian Signal Installations	The project will install Accessible Pedestrian Signals (APS) at approximately nine intersections that are adjacent to an AC Transit bus stop or a City of Alameda Paratransit Shuttle stop.	$188,625	$150,900
2	Alameda County Transportation Commission	Alameda County Mobility Management	Coordinate elements and resources already present in Alameda County related to travel training, and information and referral to move towards a more full-fledged mobility management approach in Alameda County. Tasks include the following: (1) Transition the paratransit hotline and AccessAlameda.org website into a much more thorough Information and Referral source and position those services to provide one-stop-shopping for consumers; (2) Establish quarterly coordination meetings among travel trainers across the County and create a framework to provide travel training throughout the whole County. Create a print and web resource available listing all travel training in the County.	$110,000	$80,000
3	Center for Independent Living	Mobility Matters	Continue and expand Mobility Matters, a travel and mobility device training program. Provide program outreach and conduct travel and mobility device training to a full spectrum of individuals and families form the cross-disability community. Services are offered across the Bay Area.	$490,935	$384,360
4	City of Lafayette	Lamorinda Spirit Van Program for Fragile Elderly and Disabled Seniors	Provide van service to assist the fragile elderly in remaining in their own homes as they age, thereby allowing them to participate more fully in the community which lessens isolation and improves socialization. Train drivers to meet the specialized needs of the passengers, including: persons who use canes, walkers, and wheelchairs; persons who are ambulatory but have balance and medical challenges and cannot walk to bus stops or even from the door to the street to meet a CCCTA paratransit van without assistance; persons with vision and hearing challenges; persons with dementia who need supervision when going out in the community.	$228,426	$114,213

NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients (continued)					
5	LightHouse for the Blind and Visually Impaired	Accessible Muni Metro Station Maps (AMMSM)	Develop and distribute a booklet of accessible maps of the eight (8) San Francisco Muni Metro underground stations to facilitate safe and more effective travel for individuals who are blind or visually impaired.	$104,134	$83,307
6	Marin Transit	Countywide Transportation Guide	Produce and distribute a printed county-wide transportation guide. This guide will be available in both English and Spanish and will feature transportation options by city, town or area of the county. The guide will also be available in fully-accessible formats on both the Marin Transit and Marin Access websites.	$28,544	$22,835
7	Marin Transit	Pilot Premium ADA Transportation Service / Marin Access Mobility Center	(1) Partially subsidized rides that can be scheduled as early as the same day for ADA eligible riders. (2) Continue and expand the Marin Transit Marin Access Mobility Management Center.	$541,456	$288,881
8	Outreach & Escort Inc.	Together We Ride	Using mobility management best practices, provide a menu of services beyond the requirements of the ADA that address the transportation needs of veterans, individuals with developmental disabilities, and other persons with disabilities. Components include: (1) Employment Transportation; (2) Center-Based Travel Instruction (travel training targeted at specific destinations); (3) Prioritized ride scheduling and coordinated vehicle sharing with paratransit and other human service transportation providers; (4) Vehicle Share Program (donate retired paratransit vehicles to partner organizations); (5) County-to-County travel (expand ADA travel area for job trips in adjoining counties outside SC County); (6) Friendly Rides (Volunteer driver & ridesharing support).	$1,859,736	$929,868
9	Peninsula Jewish Community Center	Get Up & Go	Escorted Transportation and socialization program serving San Mateo County older adults who can no longer drive due to disability or frailty.	$259,800	$103,920

NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients (continued)					
10	Rehab. Services of Northern California	Mt. Diablo Center Mobilizer	Provide door through door transportation to and from the Mt. Diablo Center (MDC) Adult Day Health Care program Monday through Friday and a nutrition/shopping shuttle for homebound senior Concord residents during MDC's program hours.	$129,760	$64,880
11	City of Richmond Paratransit	R•Transit 24/7/365 same-day door-to-door service for the greater Richmond area (1)	The pilot R•Transit project is a 24/7/365 same-day door-to-door wheelchair accessible transportation service for residents with disabilities and seniors living in the City of Richmond and the unincorporated communities of East Richmond Heights, El Sobrante, Kensington, North Richmond, and Rollingwood. The service will be for local trips only and rides will be shared whenever possible to keep cost down. The service area will include the cities of El Cerrito, Pinole (up to Appian Way), Richmond and San Pablo and the unincorporated communities of Bayview - Montalvin, East Richmond Heights, El Sobrante, Kensington, North Richmond, Rollingwood, and Tara Hills.	$201,548	$100,774
12	City of San Leandro	Accessible Pedestrian Signals	Upgrade pedestrian signals at approximately 13 signalized intersections by installing Accessible Pedestrian Signal (APS) devices for individuals with disabilities and the general public.	$163,733	$130,987
13	Senior Helpline Services	Rides for Seniors / Transportation Information and Referral (2)	(1) Continue providing, to our current otherwise homebound clients (seniors age 60 and older) residing in Contra Costa County, free, one-on-one, escorted, door-through-door rides primarily for medical care and basic necessities. (2) Formalize Transportation Information and Referrals service.	$215,852	$141,075
			Subtotal - MTC Subrecipients	***$4,522,549***	***$2,596,000***

NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
Direct Recipients					
14	AC Transit	Intra-Vehicle Text-Based Message Signs (IVTMS)	Purchase and install rolling text-based LED signs, to be mounted on the interior of AC Transit's revenue vehicle fleet. The LED signs would have the capability to display bus stop location information similar to automated audio announcements.	$250,000	$200,000
15	BART / City CarShare	AccessMobile Program Expansion	Purchase, convert and deploy at least three (3) additional wheelchair-accessible carshare vehicles, known as AccessMobile minivans, and conduct the requisite awareness and outreach campaigns necessary to ensure that we attract and best serve a larger group of Bay Area residents.	$360,280	$254,674
16	Livermore Amador Valley Transit Authority	Bus Stop Improvements	Accessibility enhancements at bus stops, including installation of bus pads and cross-walks, and improving and/or replacing curbs, gutters, and sidewalks.	$110,000	$88,000
17	Livermore Amador Valley Transit Authority	ParaTaxi Program	A reimbursement-based taxi program to all LAVTA ADA certified paratransit patrons. Service area is in the Cities of Dublin and Pleasanton within Alameda County.	$32,800	$16,400
18	San Francisco Municipal Transp. Agency	Accessible Light Rail Stops (3)	Hire a consultant to identify a total of ten locations on the J, K, L, M and N light rail lines where existing boarding islands can be converted to wheelchair accessible stops with ramps and "mini-high" boarding platforms. Perform preliminary engineering for the identified stop locations.	$250,000	$200,000
19	San Mateo County Transit District	Peninsula Rides Implementation and Development Activities (4)	Provide mobility management services, including (1) continuing and expanding the Mobility Ambassador Program; (2) updating and distributing the Senior Mobility Guide.	$264,225	$211,380

NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
Direct Recipients (continued)					
20	City of Santa Rosa, Transit Dept.	Sonoma Access One Call/One Click Transportation Resource Center	Implement a One Call/One Click Transportation Resource Center, as an initial step in implementing Mobility Management in Sonoma County. Using Marin Access' call center and website as a model, establish a call center and accessible, bilingual web site providing referrals, service availability, trip planning and travel training schedules for paratransit, fixed route and human service agencies in Sonoma County. Every effort will be made to mirror and link to Marin County's call center and website to expand Marin's effort into a regional resource.	$233,041	$186,443
			Subtotal - Direct Recipients	***$1,500,346***	***$1,156,897***
			Total	**$6,022,895**	**$3,752,897**

Notes:
1. Fund two years of three-year request if the following conditions are met: (1) MTC approves the contractor payment method, (2) Richmond sets and MTC agrees to a maximum number of R-Transit trips per rider per month; (3) Richmond tracks and reports on the number of persons with disabilities who use the R-Transit service.
2. Project sponsor to track the number of persons being served in West County.
3. Funds to be used only for preliminary engineering and environmental clearance. Planning & outreach are not eligible uses of NF funds, unless planning for MM.
4. Fund two components: (1) Ambassadors: $174,400; (2) Guide: $36,980.

APPENDIX A – 32

Specific Funding Programs

MTC's FTA Section 5307 and FTA Section 5309
Fixed Guideway Program of Projects
for FY2009-10 through FY2011-12

MTC Resolution No. 3916

Date: July 22, 2009
W.I.: 1512
Referred By: PAC
Revised: 04/28/10-C 05/26/10-C
06/22/11-C 11/16/11-C
01/25/12-C 09/26/12-C

ABSTRACT

Resolution No. 3916, Revised

This resolution approves the FY 2009-10 through FY 2011-12 FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) programs for inclusion in the 2009 Transportation Improvement Program (TIP).

This resolution was revised on April 28, 2010 to reprogram $17.5 million in Section 5307 funds from SFMTA to AC Transit as part of funding exchange with CMAQ funds.

This resolution was revised on May 26, 2010 to reconcile the FY 2009-10 program with the final FY 2009-10 FTA apportionments, and to program the FY 2010-11 and FY 2011-12 Vehicle Procurement Reserve to BART ($80 million) and Caltrain ($70 million) for their rail car replacement projects.

This resolution was revised on June 22, 2011 to reconcile the FY 2010-11 program with the final FY 2011 FTA apportionments, implement an exchange of $17.5 million in CMAQ funds programmed to AC Transit's Bus Rapid Transit project for FTA preventive maintenance funding, and transfer $5 million from Caltrain's Railcar Replacement project to preventive maintenance.

This resolution was amended on November 16, 2011 to reconcile the FY 2011-12 program with revised estimates of FY 2012 FTA apportionments prior to amending the program into the TIP. The revisions address a potential $38 million revenue shortfall by withholding Flexible Set-Aside funds, deferring projects and making other program reductions; and also reprogram funds previously programmed to Vallejo in FY 2011 and FY 2012 to Solano County Transit (SolTrans) to reflect the merger of Benicia and Vallejo transit services under SolTrans.

This resolution was amended on January 25, 2012 to program an additional $10 million of FY 2011-12 FTA Section 5307 funds for AC Transit's Preventive Maintenance. The funds had been

held in reserve pending AC Transit Board action responding to recommendations adopted by the Commission as part of MTC Resolution Nos. 3831 and 3880, Revised.

This resolution was revised on September 26, 2012 to reconcile the FY 2011-12 program with the final FY 2012 FTA apportionments, reprogram approximately $27.4 million from Caltrain Railcar Replacement to Caltrain Advanced Signal System, and make other fund transfers between projects.

Further discussion of the FTA program of projects is contained in the Programming and Allocations Committee summary sheets dated July 8, 2009, April 14, 2010, May 12, 2010, June 8, 2011 November 9, 2011, January 11, 2012 and September 12, 2012.

Date: July 22, 2009
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3916

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 and 5309 Fixed Guideway funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa and have been authorized by the California Department of Transportation (Caltrans) as the representative for the Governor of the State of California to program the FTA Section 5307 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's 2009 Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 3908; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2009-10 through FY 2011-12 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A; and, be it further

RESOLVED, that MTC will use the priorities set forth in Attachments A to program sources of federal, state, regional and local funds to finance the projects; and, be it further

RESOLVED, that MTC will use the priorities set forth in Attachments A to program sources of federal, state, regional and local funds to finance the projects; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on July 22, 2009.

FY 2009-10 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5309 FG**
		Actual Apportionment	**216,919,567**	**130,450,055**
		Previous Year Carryover	**20,293,167**	**942,966**
		Funds Available for Programming	**237,212,734**	**131,393,021**
ADA Set-Aside				
ALA990076	AC Transit	ADA Operating Assistance	7,558,073	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	532,072	
BRT99T001B	BART	ADA Capital - Enhancements	3,126,281	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,085,980	
CC-99T001	CCCTA	ADA Operating Assistance	704,352	
CC-030035	ECCTA	ADA Operating Assistance	516,736	
MRN090036	GGBHTD	Bus Stop Improvement Project	1,182,151	
ALA990077	LAVTA	ADA Operating Assistance	304,827	
NAP030004	Napa Vine	ADA Operating Assistance	24,368	
SF-990022	SFMTA	ADA Operating Assistance	3,959,075	
SM-990026	SamTrans	ADA Operating Assistance	1,052,641	
SOL990040	Vallejo Transit	ADA Operating Assistance	612,433	
SCL050046	VTA	ADA Operating Assistance	3,739,578	
CC-990045	WestCat	ADA Operating Assistance	114,450	
Flexible Set-Aside				
ALA991070	AC Transit	Preventive Maintenance	2,100,836	
REG050010	BART	General Mainline Renovation	5,403,640	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	241,032	
REG090051	Caltrain	Revenue Vehicle Rehab Program	856,275	
CC-030034	CCCTA	Preventative Maintenance	359,871	
CC-030037	ECCTA	Preventive Maintenance Program	279,856	
CC-050029	ECCTA	Park and Ride Facility Land Purchase - Security Project	66,439	
REG090052	GGBHTD	SF Bus Lot Modifications	752,470	
ALA030030	LAVTA	Preventive Maintenance	252,627	
NAP970010	Napa	Operating Assistance	195,292	
SON090009	Petaluma	Preventative Maintenance	14,829	
SF-050026	SFMTA	Escalator Rehab		5,488,564
SM090019	SamTrans	Service Support Vehicles	257,600	
SM030023	SamTrans	Preventive Maintenance	385,409	
SON030005	Sonoma County Transit	Preventive Maintenance	29,816	
ALA030031	Union City	Existing Bus Pkg,Concrete Pkwy	24,245	
SOL050039	Vallejo Transit	Revenue Vehicle Replacement	356,222	
REG090048	Vallejo	Replace Supervisor Vehicles	64,800	
REG090049	Vallejo	Replace Maintenance Vehicles	151,200	
SCL990046	VTA	Preventive Maintenance	3,970,535	
CC-090038	WestCat	Mobile column bus Lifts - Maintenance	62,132	
REG090050	WETA	Preventative Maintenance	82,029	
Economic Reserve				
ALA991070	AC Transit	Preventive Maintenance	4,948,876	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	732,662	
REG090051	Caltrain	Revenue Vehicle Rehab Program	586,776	
REG090053	Caltrain	Preventative Maintenance	943,292	
CC-030037	ECCTA	Preventive Maintenance Program	190,254	
REG090052	GGBHTD	SF Bus Lot Modifications	2,315,918	
ALA030030	LAVTA	Preventive Maintenance	580,921	
NAP970010	Napa	Operating Assistance	540,712	
SON090009	Petaluma	Preventative Maintenance	16,404	
SF-050026	SFMTA	Escalator Rehab		311,436
SF-090032	SFMTA	TEP Capital Implementation Program	4,899,251	
SF-090031	SFMTA	Preventive Maintenance	7,000,000	
SM030023	SamTrans	Preventive Maintenance	1,961,777	
SON030005	Sonoma County	Preventive Maintenance	74,255	
ALA090031	Union City	Bus Replacement (2)	17,000	
ALA070062	Union City	Purchase Six (6) CNG Buses	41,971	
ALA030031	Union City	Existing Bus Pkg,Concrete Pkwy	15,000	
SOL030019	Vallejo/Benicia	Preventive Maintenance	1,425,789	
SCL990046	VTA	Preventive Maintenance	8,971,810	
REG090050	WETA	Preventative Maintenance	64,411	
		Total Program Set-asides and Commitments	**75,747,250**	**5,800,000**
		Funds Available for Programming	**161,465,484**	**125,593,021**

FY 2009-10 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
Capital Projects				
ALA990052	AC Transit	Paratransit Van Leasing	1,672,800	
ALA991070	AC Transit	Preventive Maintenance	45,459,113	
ALA090060	ACE	Rebuild Diesel Locomotives	763,107	
BRT030004	BART	Train Control		13,000,000
BRT030005	BART	Traction Power	3,075,781	9,924,219
BRT97100B	BART	Track Replacement Rehabilitation		13,000,000
BRT030005	BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment		2,520,000
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	1,460,000	
SM-050041	Caltrain	Signal/ Communication Rehabilitation & Upgrades		4,500,000
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		8,770,000
CC-050038	CCCTA	Replace Vans	3,695,160	
CC-070092	ECCTA	1997 Transit Bus Replacement	5,705,553	
CC-090039	ECCTA	Translink Fareboxes	66,444	
SOL010006	Fairfield	Operating Assistance	2,740,773	
MRN090024	GGBHTD	Replace 30 - 1998 40' Transit Buses	11,778,870	
MRN090026	GGBHTD	Replace 6 Paratransit Vans	372,204	
MRN090022	GGBHTD	Replace 2 Paratransit Vans	163,548	
MRN090021	GGBHTD	Replace 2 Paratransit Vans	124,068	
MRN030011	GGBHTD	Ferry Major Component Replacement	4,000,000	
MRN090025	GGBHTD	Ferry Propulsion	1,660,000	
ALA090035	LAVTA	Replace 3 Paratransit Vehicles of 2002 Vintange	353,580	
NAP970010	Napa	Operating Assistance	746,632	
SON090010	Petaluma	Bus Replacement	636,508	
SON090009	Petaluma	Preventive Maintenance	213,856	
SF-950037B	SFMTA	Rail Replacement Projects		6,640,000
SF-970170	SFMTA	Overhead Rehabilitation Projects		9,140,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacment		1,500,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement.		6,300,000
SF-070045	SFMTA	Trolley Car Replacement	7,694,836	26,542,057
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		6,800,000
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,050,000
SM050036	SamTrans	Replacement of up to 73-40 ft and 64-35 ft buses	4,571,918	
SM030023	SamTrans	Preventive Maintenance	3,506,371	
SON030011	Santa Rosa	Operating Assistance	1,318,170	
SON090024	Santa Rosa	Preventive Maintenance	1,631,298	
SON030012	Santa Rosa	Bus Stop Enhancements	34,754	
SON070020	Santa Rosa	Hybrid Electric Bus Purchase (Replacement)	612,874	
SON010024	Sonoma County	Bus Replacement	142,126	
SON050021	Sonoma County	Bus Stop Improvement Project	11,585	
SON030005	Sonoma County	Preventive Maintenance	1,175,929	
SOL010007	Vacaville	Operating Funds	493,315	
SOL991099	Vacaville	Purchase Transit Equipment - Fareboxes and Tools	100,000	
SOL090026	Vacaville	Vacaville: Replace 5 Medium-Duty CNG Buses	1,816,000	
SOL050040	Vallejo	Replace Diesel buses with Hybrid Electrics	3,684,800	
SOL090011	Vallejo	Ferry mid-life Repower	11,264,000	
SCL050045	VTA	ADA Bus Stop Improvements	417,818	
SCL990046	VTA	Preventive Maintenance	24,826,384	
SCL090039	VTA	Security Improvements for Light Rail	439,084	
SCL050002	VTA	Rail Rehabilitation & Replacement on Guadalupe Light Rail System		2,301,750
SCL050049	VTA	Traction Power Substation Replacement on Guadalupe Light Rail		4,050,000
REG090054	WETA	Harbor Bay Dredging	60,000	
REG090057	WETA	Ferry Major Component	432,000	
REG090056	WETA	Floats & Gangways	776,000	
REG090055	WETA	Ferry Propulsion Systems	2,412,000	
		Total Capital Projects	**152,109,259**	**116,038,026**
		Total Program	**227,856,509**	**121,838,026**
		Fund Balance	**9,356,226**	**9,554,995**

Notes:

1) Operators in the Santa Rosa , Fairfield, and Vacaville Urbanized Areas did not wish to participate in the ADA or 10% flexible set-aside prorgramming elements, and operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.

2) AC Transit exchanged $22,446,863 for repalcement of 49 45' suburban buses and $8,897,914 for replacement of 18 45' OTR coaches for $31,344,777 in preventive maintenance. The buses will be procured with I-bond funds.

3) SamTrans exchanged $2,045,371, part of the funding for replacement of up to 91-40 foot buses, 40-35 foot buses, and 4-30 foot buses, for preventive maintenance. The buses will be partially funded with ARRA funds.

4) Sonoma County Transit exchanged $215,390 for replacement of one 40' CNG bus in exchange for preventive maintenance. The bus will be procured with ARRA funds.

5) Petaluma deferred replacement of 8 cutaways in exchange for $238,447 in preventive maintenance in FY10. Due to insufficient funds in Petaluma UA, $105,522 from Bus Replacement and $87,980 in Van Replacement transferred to PM in FY10. Bus and van funds to be restored in FY11.

FY 2010-11 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5309 FG**
		Actual Apportionment	**216,504,664**	**132,223,176**
		Previous Year Carryover	**9,819,979**	**8,901,518**
		Funds Available for Programming	**226,324,643**	**141,124,694**
ADA Set-Aside				
ALA990076	AC Transit	ADA Operating Assistance	4,339,305	
ALA010056	ACE	ACE Track Improvements	553,354	
BRT99T01B	BART	ADA Capital - Enhancements	3,251,332	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,129,418	
CC-99T001	CCCTA	ADA Operating Assistance	732,526	
CC-030035	ECCTA	ADA Operating Assistance	537,405	
MRN090033	GGBHTD	ADA Operating Assistance	1,229,437	
ALA990077	LAVTA	ADA Operating Assistance	311,817	
NAP030004	Napa Vine	ADA Operating Assistance	24,436	
SF-990022	SFMTA	ADA Operating Assistance	4,117,438	
SM-990026	SamTrans	ADA Operating Assistance	1,094,747	
SOL990040	Vallejo Transit	ADA Operating Assistance	624,814	
SCL050046	VTA	ADA Operating Assistance	3,884,698	
CC-990045	WestCat	ADA Operating Assistance	119,028	
Economic Reserve				
SM-050005	BART	Preventive Maintenance	12,599,452	
CC-030034	CCCTA	Preventative Maintenance	827,797	
CC-030037	ECCTA	Preventive Maintenance	263,844	
REG090050	WETA	Ferry Major Component	64,411	
Vehicle Procurement Reserve				
REG050020	BART	BART Car Replacement Exchange Preventive Maintenance	25,940,067	
REG090037	BART	Railcar Replacement	7,284,799	
		Total Program Set-asides and Commitments	**68,930,125**	**0**
		Funds Available for Programming	**157,394,518**	**141,124,694**
Capital Projects				
ALA990052	AC Transit	Paratransit Van Leasing	1,706,256	
ALA991070	AC Transit	Preventive Maintenance	34,500,000	
ALA010056	ACE	ACE Track Improvements	1,460,000	
BRT030004	BART	Train Control		13,000,000
BRT030005	BART	Traction Power		13,000,000
BRT97100B	BART	Track Replacement Rehabilitation	2,496,035	10,503,965
ALA090065	BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment	2,520,000	
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		12,940,248
SM-050041	Caltrain	Signal/ Communication Rehabilitation & Upgrades		329,752
REG090053	Caltrain	Preventive Maintenance	5,000,000	
CC-030034	CCCTA	Preventive Maintenance	5,466,170	
CC-070092	ECCTA	Transit Bus Replacements	5,263,853	
SOL010006	Fairfield	Operating Assistance	2,497,847	
MRN090034	GGBHTD	Replace 30 - 1997 45' Over-the-Road Buses	15,264,600	
MRN090035	GGBHTD	Replace 7 paratransit vans	445,669	
MRN990017	GGBHTD	Ferry Dredging	2,000,000	
MRN090025	GGBHTD	Ferry Propulsion	3,660,000	
NAP970010	Napa	Operating Assistance	1,438,183	
SON090030	Petaluma	Electronic Fareboxes	120,000	
SON090029	Petaluma	2 Van Replacement	180,940	
SON090010	Petaluma	Preventive maintenance	193,502	

FY 2010-11 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		10,000,000
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,102,500
SF-090035	SFMTA	Paratransit Van Replacement	1,945,341	
SF-070046	SFMTA	Rehab 170 Neoplan Motor Coaches	4,800,000	
SF-070045	SFMTA	Trolley Car Replacement		20,000,000
SF-95037B	SFMTA	Rail Replacement	4,026,555	14,040,000
SF-970170	SFMTA	Overhead Rehabilitation		14,040,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacement		7,500,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement		700,000
SM-030023	SamTrans	Preventive Maintenance	5,092,763	
SM-090042	SamTrans	Replacement of 10 2007 Minivans	403,930	
SON030011	Santa Rosa	Operating Assistance	1,318,170	
SON090024	Santa Rosa	Preventive Maintenance	1,634,486	
SON030012	Santa Rosa	Bus Stop Enhancements	34,694	
SON070020	Santa Rosa	Hybrid Electric Bus Purchase (Replacement)	482,559	
SON050021	Sonoma County	Bus Stop Improvement Project	11,565	
SON030005	Sonoma County	Preventive Maintenance	1,145,068	
ALA090061	Union City	Replacement of Four (4) Transit Buses	1,658,276	
ALA090064	Union City	Replacement of Two (2) Transit Buses	854,758	
SOL010007	Vacaville	Operating Funds	973,000	
SOL97AM70	Vacaville	Bus Shelters	400,000	
SOL090028	SolTrans	Communication Upgrades (AVL, GPS, and other)	1,728,000	
SOL090029	SolTrans	Bus Radio(s) replacement	94,000	
SOL090030	SolTrans	Vault Receiver	88,000	
SOL090031	SolTrans	Bill Counters	8,000	
SOL090032	SolTrans	Public Address System	28,000	
SOL090033	SolTrans	Bus Maintenance Facility Renovation	800,000	
SCL050002	VTA	Rail Rehabilitation & Replacement		1,683,000
SCL090044	VTA	TP OCS Rehab & Replacement		6,098,250
SCL050049	VTA	TP Substation Replacement		4,767,000
SCL050045	VTA	ADA Bus Stop Improvements	442,846	
SOL010006	VTA	Preventive Maintenance	36,432,424	
CC-090060	WestCAT	Revenue Vehicle Replacement	1,015,640	
New	WestCAT	Bus Wash	150,000	
New	WestCAT	Vehicle Rehab	180,585	
REG090054	WETA	Harbor Bay Dredging	200,000	
REG090057	WETA	Ferry Major Component	336,000	
REG090055	WETA	Ferry Propulsion Systems	1,600,000	
New	WETA	Facilities Rehabilitation	200,000	
REG090067	WETA	Fixed Guideway Connectors	1,344,000	
		Total Capital Projects	**153,641,715**	**129,704,715**
		Total Program	**222,571,840**	**129,704,715**
		Fund Balance	**3,752,803**	**11,419,979**

Notes:

1) Operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
2) The 10% Flexible Set-Aside was not programmed in FY11 due to apportionment shortfalls in FY11 and projected shortfalls in FY12.
3) AC Transit exchanged $20,000,000 for replacement of 68 low-floor 40' buses for preventive maintenance. The buses will be procured with I-bond funds. $3,000,000 of the preventive maintenance funding was deferred to FY12.
4) AC Transit exchanged $17,500,000 in CMAQ programmed to its BRT project for $17,500,000 in 5307 for preventive maintenance. CMAQ funds were reprogrammed to SFMTA's Central Subway; $17.5M I-Bond funds were transferred from Central Subway to BART's Fixed Guidway projects, which will be reduced by $17.5M in TCP funds in FY12.
5) Caltrain exchanged $5,000,000 in FY12 funding for Railcar Replacement for preventive maintenance in FY11. The Railcar funding will be replaced by Caltrain using non-TCP funds. The region will not replace the $5 million, meaning that the share of regional participation in car replacement will decrease by $5 million.
6) CCCTA deferred replacement of 10 40' buses from FY11 to FY23 in exchange for $5,466,170 in preventive maintenance.
7) Petaluma deferred replacement of 8 cutaways in exchange for $238,447 in preventive maintenance in FY10. Due to insufficient funds in Petaluma UA, $105,522 from Bus Replacement and $87,980 in Van Replacement transferred to PM in FY10. Funds were restored in FY11 as preventive maintenance; the vehicles were purchased with local funds.
8) SFMTA deferred $20,000,000 programmed in FY11 and $4,159,333 programmed in FY12 for replacement of 45 40' NABI buses to FY13 in exchange for $4,026,555 for Rail Replacement.
9) SamTrans deferred replacement of 62 1998 Gillig buses to FY12 and 10 to FY23 in exchange for $5,092,763 in preventive maintenance.
10) Sonoma County Transit exchanged $400,000 for replacement of one 40' CNG bus in exchange for preventive maintenance. The bus will be procured with ARRA funds.
11) WestCAT deferred $3,326,130 for replacement of 9 out of 11 40' buses from FY11 to FY13 in exchange for $276,500 to upgrade the two remaining buses to 45' OTR coaches, $150,000 for a bus wash, and $180,585 for vehicle rehabs.
12) Unobligated funds programmed to Vallejo were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.

FY 2011-12 FTA Section 5307 and 5309 Fixed Guideway Program

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
		Actual Apportionment	**212,023,119**	**130,670,026**
		Previous Year Carryover	**8,302,494**	**11,419,979**
		Funds Available for Programming	**220,325,613**	**142,090,005**
ADA Set-Aside				
ALA990076	AC Transit	ADA Operating Assistance	3,961,150	
ALA050042	ACE	ADA Operating Assistance	506,887	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,972,888	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,045,789	
CC-99T001	CCCTA	ADA Operating Assistance	672,718	
CC-030035	ECCTA	ADA Operating Assistance	487,639	
MRN99T001	GGBHTD	ADA Operating Assistance	1,122,296	
ALA990077	LAVTA	ADA Operating Assistance	295,715	
NAP030004	Napa Vine	ADA Operating Assistance	24,070	
SF-990022	SFMTA	ADA Operating Assistance	3,758,618	
SM-990026	SamTrans	ADA Operating Assistance	999,343	
SOL990040	SolTrans	ADA Operating Assistance	593,943	
SCL050046	VTA	ADA Operating Assistance	3,638,697	
CC-990045	WestCat	ADA Operating Assistance	108,655	
Economic Reserve				
CC-110080	ECCTA	~~Preventive Maintenance~~ Capital Maintenance-Fuel	278,564	
C-030025	WestCat	Preventative Maintenance	146,362	
G110020	WETA	Facilities Rehabilitation	64,411	
Vehicle Procurement Reserve				
REG090037	BART	Railcar Replacement	36,775,134	10,000,000
REG050020	BART	BART Car Exchange Preventive Maintenance	22,979,594	1,000,000
REG110030	Caltrain	~~Railcar Replacement~~ Advanced Signal System	18,589,069	8,844,200
		Total Program Set-asides and Commitments	**99,021,542**	**19,844,200**
		Funds Available for Programming	**121,304,071**	**122,245,805**
Capital Projects				
ALA990052	AC Transit	Paratransit Van Leasing	1,740,381	
ALA991070	AC Transit	Preventive Maintenance	22,191,982	
ALA090060	ACE	~~Track Improvements~~ Rebuild Diesel Locomotives	1,460,000	
BRT030004	BART	~~Train Control~~		~~8,000,000~~
BRT030005	BART	Traction Power	5,208,318	6,791,682
BRT97100B	BART	Track Replacement Rehabilitation	692,310	11,307,690
ALA090065	BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment		20,000
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		13,270,000
REG090053	Caltrain	Preventive Maintenance	3,333,333	1,666,667
CC-110061	CCCTA	Replace (10) 40' buses - Hybrid	5,627,420	
CC-110062	CCCTA	Replace (4) LINK Vans	371,840	
CC-110063	CCCTA	Replace (4) Minivans	173,556	
CC-070092	ECCTA	Transit Bus Replacements	2,774,881	
CC-090039	ECCTA	Clipper Fareboxes	136,464	
CC-050029	ECCTA	Park and Ride Facility Land Purchase - Security Project	0	
SOL010006	Fairfield	Operating Assistance	2,374,911	
MRN110027	GGBHTD	Replace 2 - 1998 45' Over-the-Road Buses	1,048,234	
MRN110028	GGBHTD	Replace 3 - 2005 paratransit vans	195,897	
MRN030010	GGBHTD	Fixed Guideway Connectors	1,000,000	
MRN030011	GGBHTD	Ferry Major Component Replacement	400,000	
MRN090025	GGBHTD	Ferry Propulsion	4,260,000	
ALA030030	LAVTA	Preventative Maintenance	116,780	
ALA110095	LAVTA	East Bay Radio Communication System Hookup	512,000	
A110096	LAVTA	Capital Maintenance-Fuel	128,132	
P970010	Napa	Operating Assistance	1,442,265	
SON110032	Petaluma	Communication Equipment	46,371	

FY 2011-12 FTA Section 5307 and 5309 Fixed Guideway Program

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		13,146,553
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,157,625
SF-090035	SFMTA	Paratransit Van Replacement	206,824	
SF-070046	SFMTA	Rehab 170 Neoplan Motor Coaches	4,800,000	
SF-070045	SFMTA	Trolley Car Replacement	1,174,792	18,825,208
SF-950037B	SFMTA	Rail Replacement		20,290,000
SF-99T002	SFMTA	Cable Car System Rehabilitation		3,076,000
SF-970170	SFMTA	Overhead Rehabilitation		2,064,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacement		10,150,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement		700,000
SM-110053	SamTrans	~~Advanced Communication System (ACS) Upgrades~~	~~2,115,216~~	
SM-110052	SamTrans	~~Replacement of 10 2005 El Dorado 22' Cutaways~~	~~1,231,388~~	
SM-110056	SamTrans	Capital Maintenance-Fuel	3,346,604	
SON030011	Santa Rosa CityBus	Operating Assistance	1,318,170	
SON090024	Santa Rosa CityBus	Preventive Maintenance	1,614,506	
SON030012	Santa Rosa CityBus	Bus Stop Enhancements	33,761	
SON070020	Santa Rosa CityBus	~~Hybrid Electric Bus Purchase (Replacement)~~	~~573,713~~	
SON110045	Santa Rosa	Capital Maintenance - Fuel	409,670	
SOL110026	SolTrans	Coin Counter Machine	7,200	
SOL050012	SolTrans	~~Stations/Curtola/Lemon Bus Transit Center~~	~~2,500,000~~	
SOL110033	SolTrans	Capital Maintenance - Fuel	320,606	
SON070024	Sonoma County Transit	Bus Replacement	1,565,233	
SON030005	Sonoma County	Preventive Maintenance	135,000	
SON050021	Sonoma County Transit	Bus Stop Improvement Project	11,254	
SOL010007	Vacaville	Operating Funds	983,000	
SCL050045	VTA	ADA Bus Stop Improvements	460,559	
SCL990046	VTA	Preventive Maintenance	38,286,489	
SCL050002	VTA	Rail Replacement Program		2,586,048
SCL090044	VTA	TP OCS Rehab & Replacement		2,209,701
SCL050049	VTA	Rail Substation Rehab/Replacement		978,000
SCL110099	VTA	Light Rail Bridge and Structure - SG Repair		1,360,000
SCL110100	VTA	Kinkisharyo LRV Overhaul Program		1,029,600
SCL110101	VTA	LRV Body Shop Dust Separation Wall		436,000
SCL110102	VTA	LRV Maintenance Shop Hoist		2,749,856
SCL110105	VTA	LR Signal Assessment / SCADA System Replacement		2,800,000
SCL110104	VTA	Light Rail Track Crossovers and Switches		579,578
SCL110103	VTA	Update Santa Teresa Interlock Signal House		688,000
SCL110106	VTA	~~Diridon Tunnel Radio Replacement~~		~~209,600~~
CC-110057	WestCat	Revenue Vehicle Replacement	1,857,205	
CC-110058	WestCAT	Service Vehicle Replacement	31,721	
REG090057	WETA	Ferry Major Component Rehab/Replacement		1,655,000
REG090054	WETA	Ferry Channel & Berth Dredging		200,000
REG090067	WETA	Fixed Guideway Connectors		825,000
		Total Capital Projects	**111,797,669**	**120,562,208**
		Total Program	**210,819,211**	**140,406,408**
		Fund Balance	**9,506,402**	**1,683,597**

Notes:

1) Operators in the Santa Rosa , Fairfield, and Vacaville Urbanized Areas did not wish to participate in the ADA or 10% flexible set-aside prorgramming elements, and operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
2) AC Transit deferred $3,000,000 for preventive maintenance from FY11 to FY12 and exchanged $19,191,982 for bus replacements for PM in FY12. $10,000,000 in PM released to AC Transit as a result of meeting conditions specified in MTC Resolutions 3831, 3880 and 3916 revised June 2011.
3) Caltrain exchanged $37,433,269 in FY12 for Railcar Replacement for $5,000,000 preventive maintenance in FY11, $5,000,000 preventive maintenance in FY12, and $27,433,269 for Advanced Signal System in FY12. The region will not replace $10 million of the rail car funds, i.e, the share of regional participation in Car Replacement will be reduced by $10,000,00.
4) SFMTA deferred $20,000,000 programmed in FY11 and $4,159,333 programmed in FY12 for replacement of 45 40' NABI buses to FY13 in exchange for $4,026,555 for Rail Replacement in FY11.
5) SamTrans deferred $24,745,874 for replacement of 62 1998 Gillig Buses from FY12 to FY13 in exchange for $2,115,216 for Advanced Communication System (ACS) Upgrades.
6) Sonoma County Transit exchanged $135,000 in partial funding for bus replacement for an equal amount in Preventive Maintenance. The bus procurement will be completed with Prop. 1B, TDA/STA and Air District funds.
7) WestCAT deferred $380,657 for replacement of one 40' bus to FY13 in exchange for $31,721 for replacement of one service vehicle.
8) AC Transit exchanged $17,500,000 in CMAQ programmed to its BRT project for $17,500,000 in 5307 for preventive maintenance in FY11. CMAQ funds were reprogrammed to SFMTA's Central Subway; $17.5M I-Bond funds were transferred from Central Subway to BART's Fixed Guidway projects, which were reduced by $17.5M in TCP funds in FY12.
9) WETA deferred $1,000,000 of fixed guideway cap funding to FY13.
10) Unobligated funds programmed to Vallejo were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.
11) VTA used its FY12 fixed guideway project cap of $9,450,000 and $6,176,383 of its FY13 fixed guideway project cap for fixed guideway projects in FY12. VTA's fixed guideway project cap in the FY13 program will be reduced by $6,176,383.

APPENDIX A – 33

Specific Funding Programs

San Francisco Bay Area Transit Capital Priorities
(FTA Sections 5307, 5309, 5337 and 5339)
Program of Projects for FY2012-13 and FY2013-14

MTC Resolution No. 4084

Date: January 23, 2013
W.I.: 1512
Referred By: PAC
Revised: 02/27/13-C

ABSTRACT

Resolution No. 4084, Revised

This resolution approves the FY2012-13 and FY2013-14 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities.

This Resolution includes the following attachment:

Attachment A – FY2012-13 and FY2013-14 Program of Projects

This resolution was amended on February 27, 2013 to transfer $2 million in Section 5307 funds from an SFMTA bus replacement project to BART's enterprise asset management system project. The funding for the SFMTA project will be replaced with FTA Section 5309 Bus discretionary funds.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocation Committee Executive Director memorandum dated January 9, 2013, and the Programming and Allocation Committee summary sheet dated February 13, 2013.

Date: January 23, 2013
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4084

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4072; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2012-13 and FY 2013-14 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on January 23, 2013.

Date: January 23, 2013
W.I.: 1512
Referred by: PAC
Resolution No. 4084
Attachmer
Page 1 o
Revised: 02/27/13-C

FY 2012-13 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG	FTA Section 5337	FTA Section 5339
		Projected Apportionment	203,865,143	0	168,550,717	12,689,186
		Previous Year Carryover	20,778,776	1,683,597	0	0
		Funds Available for Programming	224,643,919	1,683,597	168,550,717	12,689,186
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Set-aside	3,933,205			
ALA050042	ACE	ADA Set-aside	503,096			
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,962,267			
REG090051	Caltrain	ADA Set-aside	947,771			
CC-99T001	CCCTA	ADA Set-aside	667,479			
CC-030035	ECCTA	ADA Set-aside	522,888			
MRN99T001	GGBHTD	ADA Set-aside	1,114,378			
ALA990077	LAVTA	ADA Set-aside	302,767			
NAP030004	Napa VINE	ADA Set-aside	29,557			
SM-990026	SamTrans	ADA Set-aside	992,293			
SF-990022	SFMTA	ADA Set-aside	3,732,102			
SOL990040	SolTrans	ADA Set-aside	665,421			
SCL050046	VTA	ADA Set-aside	3,124,203			
CC-990045	WestCat	ADA Set-aside	107,889			
Prior-Year Commitments - Projects Deferred from FY2011-12						
REG090067	WETA	Ferry Fixed Guideway Connectors - Main Street Terminal	1,000,000			
		Total Program Set-asides and Commitments	20,605,318	0	0	0
		Funds Available for Capital Programming	204,038,601	1,683,597	168,550,717	12,689,
Capital Projects						
New	AC Transit	CAD/AVL	5,000,000			
New	AC Transit	Radio communication system	5,000,000			
ALA990052	AC Transit	Paratransit Van Leasing	1,433,386			
New	AC Transit	(51) Diesel Particulate Filters for 30' Buses	795,225			
New	ACE	Fare Collection Equipment	1,664,400			
BRT030004	BART	Train Control			13,000,000	
BRT030005	BART	Traction Power			13,000,000	
BRT97100B	BART	Rail, Way, and Structures Program		726,393	12,273,607	
ALA090065	BART	Fare Collection Equipment			6,067,914	
REG050020	BART	BART Car Exchange Preventive Maintenance	12,023,721		59,976,279	
REG090037	BART	Railcar Replacement			500,000	
ALA110090	BART	Enterprise Asset Management System	2,000,000			
REG110030	Caltrain	Positive Train Control/Electrification - RESERVED - see Notes			10,900,000	
New	CCCTA	CCCTA: Replace 7 30' Buses	1,993,404		4,087	842,388
New	CCCTA	CCCTA: Replace 6 22' Paratransit Vans	401,592			
New	CCCTA	CCCTA: Replace 4 Paratransit Minivans	180,236			
New	CCCTA	Purchase and Install 40 Electric Cooling Fans	200,000			
New	ECCTA	Replace Ten, 2001 40' Gilligs	5,144,391		220,411	431,918
New	ECCTA	Replace Two, 2007 Cheverolet Minivans	90,118			
New	ECCTA	Replace One, 2003 DR Cutaway/Van	89,787			
New	ECCTA	Replace One, 2006 DR Cutaway/Van	66,932			
New	ECCTA	Preventive Maintenance	266,647			
SOL010006	Fairfield	Fairfield Operating Assistance	2,370,217			
New	GGBHTD	Replace 7 - 40' Diesel Buses	3,008,005			
ALA030030	LAVTA	Preventative Maintenance	1,399,366			
New	Marin Transit	Replace 7 Local Buses	4,057,707			
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,450,933			
New	Napa Vine	VINE Transit Maintenance Facility	46,814			171
New	Petaluma	Replace 2 Paratransit Cutaways FY13	9,089			124

FY 2012-13 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5309 FG**	**FTA Section 5337**	**FTA Section 5339**
Capital Projects, continued						
SM-110062	Samtrans	Replacement of 1998 Gillig Buses	17,397,271			
New	Samtrans	Replacement of 14 2009 Minivans	619,597			
SM-030023	Samtrans	Preventive Maintenance	6,896,630			
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,678,872			
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	1,273,603			
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	29,823			
SON070020	Santa Rosa	Diesel-Electric Hybrid Fixed-Route Replacement Bus				232,297
SF-090043	SFMTA	45 40' NABI Replacement	7,394,065			6,716,626
SF-090035	SFMTA	35 22' Paratransit vans	4,163,725			
New	SFMTA	50 40' Neoplan Bus Replacement	9,815,991			
New	SFMTA	26 60' Neoplan Bus Replacement	10,064,549			
SF-070045	SFMTA	60 60' New Flyer Trolley Bus Replacement	12,677,488			
SF-990003	SFMTA	ITS Radio System Replacement	5,000,000			
SF-95037B	SFMTA	Muni Rail Replacement			29,592,086	
SF-970073	SFMTA	Cable Car Renovation Program			960,000	
New	Soltrans	Operating Assistance	6,221,981			
New	Soltrans	Technology Enhancements				225,930
SON030005	Sonoma County	SCT Preventive Maintenance Program	984,158			
SON050021	Sonoma County	SCT Bus Stop Enhancements	9,941			
New	Sonoma County	Replacement of One CNG 40-Foot Orion Bus				232,297
New	Vacaville	Additional FR Buses	1,205,061			195,612
SOL010007	Vacaville	Operating Assistance	985,000			
CL990046	VTA	VTA: Preventive Maintenance	31,902,845		2,601,175	
SCL050045	VTA	VTA: ADA Bus Stop Improvements	357,540			
SCL050002	VTA	VTA: Rail Replacement Program		957,204	705,379	
SCL050001	VTA	VTA: Standard and Small Bus Replacement				2,911,272
New	WestCat	Replacement of 8 (1988) 40' transit buses.	3,508,672			
New	WETA	Replacement Vessel	14,800,000			
REG090057	WETA	Ferry Major Component Rehabiliation - Solano	1,600,000			
REG090057	WETA	Ferry Major Component Rehabiliation - Vallejo	960,000			
REG090055	WETA	Ferry Propulsion System Replacement - Peralta	4,208,000			
REG090067	WETA	Ferry Fixed Guideway Connectors - Main Street Terminal	224,000			
		Total Capital Projects	**192,670,783**	**1,683,597**	**149,800,938**	**12,084,479**
		Total Program	**213,276,100**	**1,683,597**	**149,800,938**	**12,084,479**
		Fund Balance	**11,367,819**	**0**	**18,749,779**	**604,707**

FY 2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
		Projected Apportionment	**207,294,648**	**170,886,111**	**12,863,587**
		Previous Year Carryover	**11,367,819**	**18,749,779**	**604,707**
		Funds Available for Programming	**218,662,467**	**189,635,890**	**13,468,294**
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Set-aside	3,987,520		
ALA050042	ACE	ADA Set-aside	510,043		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	3,003,173		
REG090051	Caltrain	ADA Set-aside	960,859		
CC-99T001	CCCTA	ADA Set-aside	676,696		
CC-030035	ECCTA	ADA Set-aside	530,109		
MRN99T001	GGBHTD	ADA Set-aside	1,129,767		
ALA990077	LAVTA	ADA Set-aside	306,948		
NAP030004	Napa VINE	ADA Set-aside	29,966		
SM-990026	SamTrans	ADA Set-aside	1,005,996		
SF-990022	SFMTA	ADA Set-aside	3,783,639		
SOL990040	SolTrans	ADA Set-aside	674,610		
SCL050046	VTA	ADA Set-aside	3,167,345		
CC-990045	WestCat	ADA Set-aside	109,379		
Vehicle Procurement Reserve					
New	Caltrain	Railcar Replacement - RESERVED		24,054,512	
		Total Program Set-asides and Commitments	**19,876,050**	**24,054,512**	**0**
		Funds Available for Capital Programming	**198,786,417**	**165,581,378**	**13,468,294**
Capital Projects					
ALA990052	AC Transit	Paratransit Van Leasing	1,433,386		
New	AC Transit	Replace (28) 2000 40' Urban buses	12,280,348		
New	AC Transit	Replace (40) 2002 40' Urban buses	17,543,354		
New	ACE	Positive Train Control (PTC)	1,664,400		
BRT030004	BART	Train Control		13,000,000	
BRT030005	BART	Traction Power		13,000,000	
BRT97100B	BART	Rail, Way, and Structures Program		13,000,000	
ALA090065	BART	Fare Collection Equipment		6,067,914	
REG050020	BART	BART Car Exchange Preventive Maintenance	23,059,987	53,940,013	
REG090037	BART	Railcar Replacement		500,000	
REG110030	Caltrain	Positive Train Control/Electrification - RESERVED - see Notes		14,313,000	
New	CCCTA	Replace 18 40' Heavy Duty Diesel Over the Road Buses	8,329,631	4,144	853,965
New	CCCTA	CCCTA: Replace 15 40' Heavy Duty Diesel Transit Buses	6,578,760		
New	ECCTA	Replace Ten, 2001 40' Gilligs	5,248,271	223,465	437,854
New	ECCTA	Replace Four, 2010 Dodge Minivans	183,572		
New	ECCTA	Preventive Maintenance	55,042		
SOL010006	Fairfield	Fairfield Operating Assistance	1,201,475		
New	Fairfield	Bus Replacement			564,257
New	GGBHTD	Replace 14 - 45' OTR Coaches	4,482,085	3,227,505	
ALA030030	LAVTA	Preventative Maintenance	196,984		
New	Marin Transit	13 Paratransit Vehicles	891,338		
New	Marin Transit	4 Local Buses	2,235,772		
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,471,103		
New	Napa Vine	VINE Transit Maintenance Facility	48,009		173,718
New	Petaluma	Replace 2 Paratransit Cutaways FY14	10,638		126,490

FY 2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
New	SamTrans	Replacement of Articulated Bus Fleet	20,000,000		
New	SamTrans	Replacement of 19 2007 Cutaway Buses	1,837,710		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,702,376		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	1,308,303		
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	30,411		
SON070020	Santa Rosa	Diesel-Electric Hybrid Fixed-Route Replacement Bus			235,490
New	SFMTA	50 40' Neoplan Bus Replacement	11,842,769		6,808,940
New	SFMTA	26 60' Neoplan Bus Replacement	10,794,107		
New	SFMTA	8 40' Neoplan Bus Replacement	4,643,523		
SF-95037B	SFMTA	Muni Rail Replacement		34,592,086	
SF-970073	SFMTA	Cable Car Renovation Program		960,000	
New	SolTrans	Operating Assistance	1,607,311		
SOL090034	SolTrans	Bus Purchase	409,760		541,328
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,003,560		
SON050021	Sonoma County	SCT Bus Stop Enhancements	10,137		
New	Sonoma County	Replacement of One CNG 40-Foot Orion Bus			235,490
New	Union City	Replacement of Two (2) Transit Buses	953,135		
SOL010007	Vacaville	Operating Assistance	492,500		
SCL990046	VTA	VTA: Preventive Maintenance	32,300,837	2,637,216	
SCL050045	VTA	VTA: ADA Bus Stop Improvements	363,653		
SCL050049	VTA	VTA: Rail Substation Rehab/ Replacement		3,342,000	
SCL090044	VTA	VTA: TP OCS Rehab and Replacement		3,342,000	
SCL050002	VTA	VTA: Rail Replacement Program		3,432,034	
SCL050001	VTA	VTA: Standard and Small Bus Replacement			2,951,285
New	WestCat	Replacement of 1 40' suburban diesel transit bus	438,584		
New	WestCat	Replacement of 1 40' suburban diesel transit bus	550,685		
REG090054	WETA	Ferry Channel Dredging	1,600,000		
REG090057	WETA	Ferry Major Component Replacement	2,000,000		
REG090067	WETA	Ferry Fixed Guideway Connectors	800,000		
New	WETA	Replacement Vessel	2,592,000		
		Total Capital Projects	**184,195,515**	**165,581,378**	**12,928,817**
		Total Program	**204,071,565**	**189,635,890**	**12,928,817**
		Fund Balance	**14,590,903**	**0**	**539,477**

FY2012-13 - FY2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1. Apportionment projections are based on MAP-21 authorizations and FY13 partial-year apportionments released by FTA. The program will be reconciled to the final apportionments for each year after they are released by FTA.
2. Operators in the Fairfield, Napa, Petaluma, Santa Rosa and Vacaville Urbanized Areas did not wish to participate in the ADA operating set-aside programming element at the time the current ADA set-aside formula was developed. Future revisions to the ADA set-aside formula may include operators in these urbanized areas.
3. 50% each of Fairfield, Vacaville, and Vallejo Urbanized Area FY2013-14 Section 5307 funds will be held in reserve pending review of the transit capital replacement element of the draft Solano County Short Range Transit Plan (SRTP) and discussions with the Solano Transportation Authority and the Solano County operators on funding plans for capital replacement, including regional express buses. Provided the transit capital element of the SRTP is available by March 2013, staff will return to the Commission by May 2013 with a revised program for the remainder of FY2013-14. If the transit capital element of the SRTP demonstrates that the capital replacement needs in Solano County can be met without use of the FY2013-14 reserved funds, staff will recommend programming the reserved funds as requested by the transit operators.
4. ACE Fare Collection Equipment project funding is conditioned on MTC staff determination of project consistency with regional fare policy.
5. Caltrain deferred $1,706,500 of its FY13 fixed guideway cap to FY14. Caltrain's FY13 and FY14 fixed guideway cap funds ($25,213,000 total) for Positive Train Control/Electrification project are reserved pending discussions with HSR Early Investment Strategy MOU partner agencies and a final request that aligns with the MOU.
6. $24,054,512 for Caltrain's Railcar Replacement project will be held in a Vehicle Procurement Reserve pending development of the project schedule, and will be programmed in a future amendment.
7. ECCTA excercised the Capital Exchange element of the TCP policy by deferring replacement of two 1998 40' diesel buses to FY22 in exchange for $266,647 for Preventive Maintenance in FY13, and by deferring replacement of two 2001 Trolley Replicas to FY25 in exchange for $55,042 in Preventive Maintenance in FY14.
8. GGBHTD deferred $22,074,000 of fixed guideway cap funds from FY11, FY12, FY13 and FY14 to FY15. These funds will have priority for programming in FY15 as a prior-year commitment.
9. LAVTA excercised the Capital Exchange element of the TCP policy by deferring replacement of nine 2006 22' cutaways to FY20 in exchange for $1,157,841 for Preventive Maintenance in FY13. LAVTA also deferred replacement of five 2000 40' hybrid buses to FY15 in exchange for $241,525 in Preventive Maintenance in FY13, and deferred replacement of eight 2002 40' hybrid buses to FY15 in exchange for $196,984 in Preventive Maintenance in FY14.
10. Programming for Santa Rosa CityBus and Sonoma County Transit may be revised based on a renegotiated agreement to share apportionments in the Santa Rosa urbanized area between the two agencies.
11. SFMTA deferred $5,000,000 of its FY13 fixed guideway cap to FY15 in exchange for advancing funding for two bus replacement projects from FY14 to FY13.
12. VTA deferred $1,138,534 of its fixed guideway cap from FY13 to FY14.
13. WestCAT deferred $849,920 for replacement of two buses from FY13 to FY15 in exchange for advancing funding for two different bus replacements from FY15 to FY14.
14. WETA deferred $2,592,000 of its FY14 fixed guideway cap funds to FY15 in exchange for advancing funding for a ferry vessel replacement from FY16 to FY14.

APPENDIX A – 34

Specific Funding Programs

Regional Measure 2 (RM2) Safe Routes to Transit Grant Program

MTC Resolution No. 3735

Date: December 21, 2005
W.I.: 1255
Referred by: PAC
Revised: 07/25/07-C
07/28/10-C
12/21/11-C

ABSTRACT

MTC Resolution No. 3735, Revised

This resolution adopts the Regional Measure 2 (RM2) Safe Routes to Transit Grant Program.

The following attachment is provided with this resolution:

Attachment A — RM2 Safe Routes to Transit Grant Program Fund Recipients

This resolution was revised by Commission Action on July 25, 2007, to include the second cycle projects for the RM2 Safe Routes to Transit Grant Program.

This resolution was revised by Commission Action on July 28, 2010, to include the third cycle projects for the RM2 Safe Routes to Transit Grant Program.

This resolution was revised by Commission Action on December 21, 2011, to include the fourth cycle projects for the RM2 Safe Routes to Transit Grant Program. This resolution supersedes MTC Resolution No. 3932.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated December 14, 2005, July 11, 2007, July 28, 2010, and December 14, 2011.

Date: July 27, 2005
W.I.: 1255
Referred by: PAC

RE: Regional Measure 2 (RM2) Safe Routes to Transit Grant Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3735

WHEREAS, pursuant to Government Code Section 66500 et seq., the Metropolitan Transportation Commission ("MTC") is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by $1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 ("RM2"); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, which specifies the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the RM2 Safe Routes to Transit Grant Program is identified as capital project number 20 under RM 2 and is a competitive grant program available to public agencies including transit operators, cities, and counties; and

WHEREAS, the Transportation and Land Use Coalition and the East Bay Bicycle Coalition and MTC developed a process and criteria to be used in the selection of the RM2 Safe Routes to Transit grant recipients to be funded with Regional Measure 2 funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the recommended grant recipients and the correlated funding amounts; and

RESOLVED, that MTC approves MTC staff's review of the RM2 Safe Routes to Transit Grant applications; and be it further

RESOLVED, that MTC approves the list of grant recipients and their associated funding amounts as set forth in Attachment A; and, be it further

RESOLVED, that encumbrance of the Safe Routes to Transit grants require a subsequent action, whereby MTC allocates the RM2 funds specific to each grant recipient consistent with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution No. 3636.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on December 21, 2005.

Date: December 21, 2005
W.I.: 1255
Referred by: PAC
Revised: 07/25/07-C
07/28/10-C
12/21/11-C

Attachment A
MTC Resolution No. 3735

Recommended List of Cycle 1 Safe Routes to Transit Grant Program Fund Recipients

Primary Project Sponsor	Project Title	Capital or Planning Project	Recommended Award
AC Transit	AC Transit TransBay Expanded Bike Access	Capital	$180,000
AC Transit	AC Transit Bicycle Parking Plan	Planning	$100,000
BART	BART C2 Rail Car Reconfiguration Project	Capital	$581,000
City of Albany Community Development Department	El Cerrito/Albany Ohlone Greenway Safety Project	Capital	$807,000
City of Berkeley	Downtown Berkeley BART Bikestation	Capital	$496,784
City of Fairfield	Union Avenue/Suisun Train Station Enhancement Program	Capital	$300,000
City of Oakland CEDA Redevelopment	MacArthur Transit Hub Streetscape Improvement Project Phase II	Capital	$398,800
City of Oakland Public Works Department	MacArthur BART Station Bicycle Access Project Phase I	Planning	$30,000
San Francisco Department of Parking & Traffic	Improved Bicycle Access to 16th Street BART Station		$195,000
San Francisco Municipal Railway	Balboa Park Station Intermodal Connections	Planning	$200,000
San Francisco Municipal Railway	Market Street Safety Zone Calming	Capital	$600,000
Valley Transportation Authority	Santa Clara Transit Center–Pedestrian/Bike Crossing	Planning	$50,000
TOTAL			**$3,938,584**

Recommended List of Cycle 2 Safe Routes to Transit Grant Program Fund Recipients

Primary Project Sponsor	Project Title	Capital or Planning Project	Recommended Award
City of Pittsburg; Contra Costa County	Bailey Road Transit Access Improvement Project	Capital	$650,000
San Francisco MTA; BART	Balboa Park Ocean Avenue Pedestrian/Bicycle Connections	Planning	$181,280
BART	BART Electronic Bicycle Locker Gap Closure Project	Capital	$200,000
BART; City of San Leandro	Bay Fair BART Station Area Improvement Plan	Planning	$100,000
Contra Costa County; BART	Contra Costa Centre/Pleasant Hill BART Shortcut Path and Wayfinding Project	Capital	$300,000
San Francisco MTA; SF Department of Public Works	Mission & Geneva Pedestrian Improvements	Capital	$940,500
City of San Rafael	Puerto Suello Hill Path to San Rafael Transit Center Connector Project	Capital	$600,000
City of Richmond; City of El Cerrito	Richmond/Ohlone Greenway Gap Closure—Class I Access to Transit	Planning	$200,000
City of Berkeley, BART	Safe Routes to Ed Roberts Campus/Ashby BART	Capital	$325,000
San Francisco MTA	24th St. & Mission BART Station Area Access Improvements	Capital	$450,000
TOTAL			**$3,946,780**

Recommended List of Cycle 3 Safe Routes to Transit Grant Program Fund Recipients

Primary Project Sponsor	Project Title	Capital or Planning Project	Recommended Award
San Francisco MTA	Balboa Park Station Connections Project Phase II	Capital	$722,000
BART	Bay Fair BART Safety and Security Improvement Project	Planning	$196,077
City of Berkeley	Berkeley/AC Transit Ped and Bike Access Improvements	Capital	$498,820
City of San Leandro	Downtown San Leandro BART Pedestrian and Bicycle Access Project	Capital	$750,000
San Francisco MTA	Glen Park Area Bicycle Project	Capital	$168,000
City of Santa Rosa	Highway 101 Bicycle/Pedestrian Overcrossing	Planning	$100,000
City of Oakland	MacArthur Station Bicycle Access Project Phase II	Capital	$242,500
San Francisco MTA	Market Street Multi-Modal Transportation Improvements Study	Planning	$200,000
Richmond Community Redevelopment Agency	Nevin Avenue Bicycle/Pedestrian Improvements: BART to Civic Center	Capital	$750,000
VTA	VTA Pilot Bike Sharing Implementation	Capital	500,000
West Contra Costa Transportation Advisory Committee	West Contra Costa/Albany Transit Wayfinding Plan	Planning	$69,000
TOTAL			**$4,196,397**

Recommended List of Cycle 4 RM2 Safe Routes to Transit Grant Program Fund Recipients

Primary Project Sponsor	Project Title	Capital or Planning Project	Recommended Award
City of Oakland	19th Street/Uptown Bikestation	Capital	$531,000
San Francisco MTA	Bicycle-Transit System Integration	Planning	$180,000
City of Richmond	Overcoming Physical Barriers to Safe Routes to Transit	Capital	$501,829
San Francisco MTA	Polk Street Bicycle Gap Closure	Capital	$584,000
City of San Jose	Safe Pathways to Diridon Station	Capital	$675,000
Santa Clara Valley TA	Santa Clara Caltrain Station Pedestrian and Bicycle Access Tunnel	Capital	$675,000
City of Emeryville	Star Intersection and San Pablo Avenue at 40th Street Transit Hub Bicycle/Pedestrian Improvements	Capital	$450,000
City of San Bruno	Transit Corridor Pedestrian and Bike Connection Project	Capital	$500,000
TOTAL			**$4,096,829**

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APPENDIX A – 35

Project Delivery

Regional Policy for Enforcing Funding Deadlines and Project Substitution Requests for Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds

MTC Resolution No. 3606

Date: October 22, 2003
W.I.: 1512
Referred by: PAC
Revised: 04/26/06-C
07/23/08-C

ABSTRACT

Resolution No. 3606, Revised

This Resolution establishes the regional policy for project delivery for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) period and subsequent extensions, for Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement (CMAQ) funds.

This resolution was revised on April 26, 2006 to reflect changes in Caltrans procedures and federal regulations.

This resolution was revised on July 23, 2008 to advance the obligation and obligation request submittal deadlines in response to a change in Caltrans' release date for unused regional Obligation Authority (OA).

Further discussion of this action is contained in the summary/ MTC Executive Director's Memorandums to the MTC Programming and Allocations Committee dated October 8, 2003, April 12, 2006 and July 9, 2008.

Date: October 22, 2003
W.I.: 1512
Referred by: PAC

Re: Regional Project Delivery Policy for TEA-21 Reauthorization for STP and CMAQ Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3606

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency (RTPA) for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region (the region); and

WHEREAS, MTC, as the designated RTPA and MPO for the region, is responsible for programming and managing certain federal and state funding provided to the San Francisco Bay Area for transportation purposes; and

WHEREAS, Assembly Bill 1012 (Chapter 783, Statutes of 1999 - Torlakson) established stringent timely use of funds deadlines for projects receiving federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funding; and

WHEREAS, Section 16304 of the California Government Code requires that federal funds obligated to a project must be encumbered within two state fiscal years following the year of obligation, and requires that these funds be liquidated (expended, invoiced and reimbursed) within three state fiscal years following the state fiscal year of encumbrance; and

WHEREAS, the region could lose STP and CMAQ funding if projects within the region do not adhere to the timely use of funds requirements under AB 1012 and Section 16304 of the California Government Code; and

WHEREAS, the region has used all of its federal Obligation Authority (OA) under TEA-21 and has over 125 projects totaling approximately $100 million waiting for additional OA; and

WHEREAS, MTC has established regional obligation deadlines for projects receiving STP and CMAQ funding to ensure that the region obligates federal funding in a timely manner; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, establishes the policy for managing the region's OA and enforcing the region's delivery of STP and CMAQ funding; now, therefore, be it

RESOLVED, that MTC approves the Regional Project Delivery Policy for TEA-21 Reauthorization for STP and CMAQ funds set forth in Attachment A to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 22, 2003

Regional Project Delivery Policy for SAFETEA
STP and CMAQ Funding

General Policy

The region has established deadlines for funding in the regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) and subsequent extensions.

STP and CMAQ funds are to be programmed in the Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP).

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone. STP/CMAQ funds may be used for any phase of the project in accordance with Caltrans procedures and federal regulations.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has demonstrated it can delivery new projects within the required deadlines.

MTC staff will actively monitor and report the obligation status of projects to the Working Groups of the Bay Area Partnership. The Working Groups will monitor project funding delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ programming. These changes, or amendments to these regional programs, are not routine. Proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the Commission. STP/CMAQ funds may be shifted among any phase of the project without the concurrence or involvement of MTC if allowed under

Caltrans procedures and federal regulations. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP.

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

Programming to Apportionment in the year of Obligation

Federal funds are to be programmed in the TIP, up to the apportionment level available, in the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA. The implementing agency is committed to obligate/transfer the funds by the required obligation deadline once the program year in the TIP becomes the current year, and the annual Obligation Plan has been developed for that year. This will improve the overall management of federal apportionment and Obligation Authority (OA) within the region and help ensure apportionment and OA are available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. At the end of the federal authorization Act, MTC will reconcile any differences between final apportionments, programmed amounts, obligations and actual OA received.

Advanced Project Selection Process

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and generally will only be considered after February 1 of each fiscal year. In some years OA may not be available for advancements until after April 30, but the funds must be identified in the annual obligation plan, and the obligation request for the advanced OA should be received by Caltrans prior to April 30.

Agencies requesting advanced funding should be in good standing in meeting deadlines for other federal-aid projects. Restrictions may be placed on the advancement of funds for agencies that are delivery-challenged (continue to have difficulty delivering projects within required deadlines) or have current projects that are in violation of funding deadlines. MTC may consult with

Caltrans and/or the appropriate CMA to determine whether the advancement of funds is warranted and will not impact the delivery of other projects.

Implementing agencies wishing to advance projects may request Advance Construction Authorization from FHWA, or pre-award authority from FTA, to proceed with the project using local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

Important Tip: Caltrans releases unused local OA on May 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision allows the advancement of projects after April 30, by using unclaimed OA from other regions.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state or federal requirements have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract cannot easily be met within the required deadline, the agency may consider using ACA until the project phase is underway and the agency is ready to invoice. ACA may also be considered by agencies that prefer to invoice once – at the end of the project, rather than invoice on the required semi-annual basis.

ACA conversion to full obligation receives priority in the annual obligation plan. MTC will monitor the availability of OA to ensure delivery of other projects is not impacted by ACA conversions. At the end of the federal authorization Act, ACA may be the only option available should the region's OA be fully used.

Project Cost Savings/Changes in Scope/Project Failures

Projects may be completed at a lower cost than anticipated, or have a minor change in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must inform MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these Project reductions will not be used. Federal regulations require that the project proceed to construction within ten years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in ten years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the CMA administered programs (such as Local Streets and Roads Rehabilitation) are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional

competitive programs, such as the Transportation for Livable Communities (TLC) program, or for regional operations projects such as 511, are available for redirection by the Commission. For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline.

Minor adjustments in project scope may be made to accommodate final costs, in accordance with Caltrans procedures and federal regulation. However, STP/CMAQ funding for the project is limited to the amount approved by MTC. Once funds are de-obligated, there is no guarantee the funds will be available for the project.

Project funding reductions or unused funds realized after the obligation deadline return to MTC. Any STP/CMAQ funds that have been obligated but remain unused will be deobligated and returned to the Commission for reprogramming.

Important Tip: If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

Annual Obligation Plan

California Streets and Highway Code 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution. There is no provision in state statute the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan at the beginning of each federal fiscal year based on the funding programmed in the TIP, and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made for the year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP is kept up to date, and if necessary, review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation are subject to de-programming. Projects to be advanced from future years, or converted from ACA must be included in the plan to receive priority for obligations against available OA.

If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the program fiscal year. The agency shall be considered committed to delivering the project (obligating the funds or transferring to FTA) once the program year becomes the current fiscal year, and the annual Obligation Plan has been developed for that year.

In the event that OA is severely limited, such as at the end of a federal authorization act, and there is insufficient OA to obligate all of the projects in the annual obligation plan, restrictions may be placed on funds for agencies that are delivery-challenged (continue to have difficulty delivering projects within required deadlines) or have current projects that are in violation of funding deadlines.

Specific Policy Provisions

Projects selected to receive STP or CMAQ funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines, to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or loss of funding.

Specific provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Field Reviews**

  Implementing agencies are required to request a field review from Caltrans Local Assistance within twelve months of approval of the project in the TIP, but no less than twelve months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities.

  Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP (but no less than twelve months prior to the obligation deadline) could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.

- **Environmental Submittal Deadline**

Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities.

- **Disadvantaged Business Enterprise (DBE)**

Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP.

STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after February 1. Agencies should begin the DBE process as early as possible to meet the Caltrans DBE submittal deadline of June 1 the preceding fiscal year. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds.

Important Tip: An agency DBE plan is required before the obligation of federal funds. Furthermore, an annual DBE methodology must be approved prior to the obligation of federal funds for services to be contracted out (such as environmental/ design/ construction/ procurement activities performed outside the agency). An annual DBE methodology may not be required if the activities (such as environmental or design) are to be performed in-house using internal staff resources. It generally takes a minimum of 90 days (including a minimum 45-day public comment period) to have an annual DBE methodology approved. Due to the complexities of the DBE requirements, agencies should contact Caltrans Local Assistance to determine whether an annual DBE methodology is required. If a DBE methodology is required, agencies are encouraged to begin the process by March of the preceding federal fiscal year so the process may be complete by the Caltrans due date of June 1 of the preceding fiscal year. This will ensure the DBE requirement has been met by the beginning of the federal fiscal year in October.

- **Obligation/Submittal Deadline**

Projects selected to receive STP and CMAQ funding must demonstrate the ability to obligate programmed funds by the established obligation deadline. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by February 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after February 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the February 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming.

Important Tip: Once a federal fiscal year (October 1 through September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/transferring the funds by the required obligation deadline for that fiscal year. Funds that do not meet the obligation deadline are subject to de-programming by MTC.

Within the CMA administered programs, such as the Local Streets and Roads Rehabilitation program, the CMAs may adjust delivery, consistent with the program eligibility requirements, up until February 1 of the programmed year, swapping funds to ready-to-go projects in order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funds programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional operations projects, such as 511, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2007-08 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of February 1, 2008 and an obligation/FTA transfer deadline

of April 30, 2008. Projects programmed in FY 2008-09 have an obligation request submittal deadline (to Caltrans) of February 1, 2009 and an obligation/FTA transfer deadline of April 30, 2009. No extensions will be granted to the obligation deadline.

- Submittal Deadline: February 1 of the fiscal year programmed in the TIP. The Implementing Agency is required to submit a complete obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline).

- Obligation Deadline: April 30 of the fiscal year programmed in the TIP. No extensions will be granted to the obligation deadline.

February 1 - Regional submittal deadline. Complete package submittals, and ACA conversion requests for projects in the annual obligation plan received by February 1 of the fiscal year the funds are programmed in the TIP will receive priority for obligations against available OA.

February 1 – April 30 - Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by April 30. If OA is limited, these projects will compete for OA with projects advanced from future years on a first come-first serve basis. Projects with funds to be advanced from future years must request the advance prior to April 30, in order to secure the funds within that federal fiscal year.

April 30 - Regional obligation deadline. Funds not obligated (or transferred to FTA) by April 30of the fiscal year programmed in the TIP will be returned to MTC for reprogramming. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to April 30 in order to secure the funds within that federal fiscal year.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they will be de-programmed from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement, except under certain circumstances such as when Caltrans uses ACA for state projects.

Important Tip: In some years OA for the region may be severely limited, especially toward the end of the federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the deadline of February 1 have priority, followed by other projects in the annual obligation plan submitted before the deadline of February 1. Projects in the obligation plan but submitted after February 1 may have OA (and

thus the obligation of funds) restricted and may have to wait until OA becomes available – either after June 1, when unused OA is released from other regions, or in the following federal fiscal year when Congress approves additional OA. Obligation requests submitted after the February 1 deadline have no priority for OA for that year. Agencies with projects not in good standing with regards to the deadlines of this policy may have OA restricted.

- **Program Supplement Agreement (PSA) Deadline**

  The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. The agency must contact Caltrans if the PSA is not received from Caltrans within 60 days of the obligation. This requirement does not apply to FTA transfers.

  Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to deobligation by Caltrans.

- **Construction Advertisement / Award Deadline**

  For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation. However, regardless of the advertisement and award deadlines, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding.

  Agencies must submit the notice of award to Caltrans in accordance with Caltrans Local Assistance procedures, with a copy also submitted to the applicable CMA. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance.

  For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

Important Tip: Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult meeting the deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

- **Invoicing Deadline**

Funds for each federally funded phase and for each federal program code must be invoiced against at least once every six months.

Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase and for each federal program code within these phases, must be invoiced against at least once every six months following obligation. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated.

Funds for the Construction (CON) phase, and for each federal program code within the construction phase, must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6-months there after. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee that funds will be available to the project once de-obligated.

If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline.

Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA.

Important Tip: In accordance with Caltrans procedures, federal funds must be invoiced against for each obligated phase and each federal program code at least once every six months. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings can use ACA to proceed with the project, then convert to a full obligation prior to project completion. ACA does not meet the obligation deadline, but ACA conversions do receive priority in the annual obligation plan.

- **Inactive Projects**

Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced

immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated.

- **Liquidation/Reimbursement Deadline**

  California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not reappropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers.

- **Project Completion /Close-Out Deadline**

  Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans.

  At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

  Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase.

  Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

  Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC.

Consequences of Missed Deadlines

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy, and other state and federal requirements, can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the project against these regional, state and federal funding deadlines and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and may be able to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive STP or CMAQ funding based on the implementing agency's demonstrated ability to delivery the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

Regional Project Funding Delivery Policy Intent

The intent of this regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority, and in meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in addition to state and federal funding deadlines to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential project delivery issues and bring projects back on-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

Although the policy specifically addresses the regional STP and CMAQ funds managed by MTC, the state and federal deadlines sited apply to all federal-aid funds administered by the state (with few exceptions such as Congressionally mandated projects including Earmarks). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines.

This regional Project delivery policy was developed by the San Francisco Bay Area's Partnership, through the Project Delivery Task Force of the Bay Area Partnership's Finance Working Group (FWG), consisting of representatives of Caltrans, the county Congestion Management Agencies (CMAs), transit operators, counties, and MTC staff.

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APPENDIX A – 36

Project Delivery

Annual Listing of Federally Obligated Projects for Federal Fiscal Year 2012



ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

FEDERAL FISCAL YEAR 2012
(OCTOBER 1, 2011 – SEPTEMBER 30, 2012)

Metropolitan
Transportation
Commission

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The full report of the

Annual Listing of Federally Obligated Projects for Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)

can be viewed as Appendix A-36 on MTC's website at

http://www.mtc.ca.gov/funding/tip/2013/Appendices.htm

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APPENDIX A – 37

2013 TIP Detail

A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP



A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP

Updated to reflect the Draft 2013 TIP

March 2013

Metropolitan Transportation Commission

Introduction

This guide explains how the public and interested stakeholders can get involved in the San Francisco Bay Area's transportation project development process. Specifically, the focus is on the Transportation Improvement Program or TIP, which is compiled and approved by the Metropolitan Transportation Commission. A major milestone occurs when a highway, transit or other transportation project is added to the TIP. A project may not receive federal funds or receive other critical federal project approvals unless it is included in the TIP. This guide focuses on the TIP – what it is and how the public can use it to keep informed about projects in their communities.

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2 What is the Metropolitan Transportation Commission?

3 What is the Transportation Improvement Program or TIP?

5 A summary of the Draft 2013 TIP

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9 How is the TIP funded?

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11 How does a project get in the TIP?

14 What happens after a project is included in the TIP?

15 In what ways can the public participate?

16 Where to turn for more information

18 Transportation agencies in the San Francisco Bay Area



What is the Metropolitan Transportation Commission?

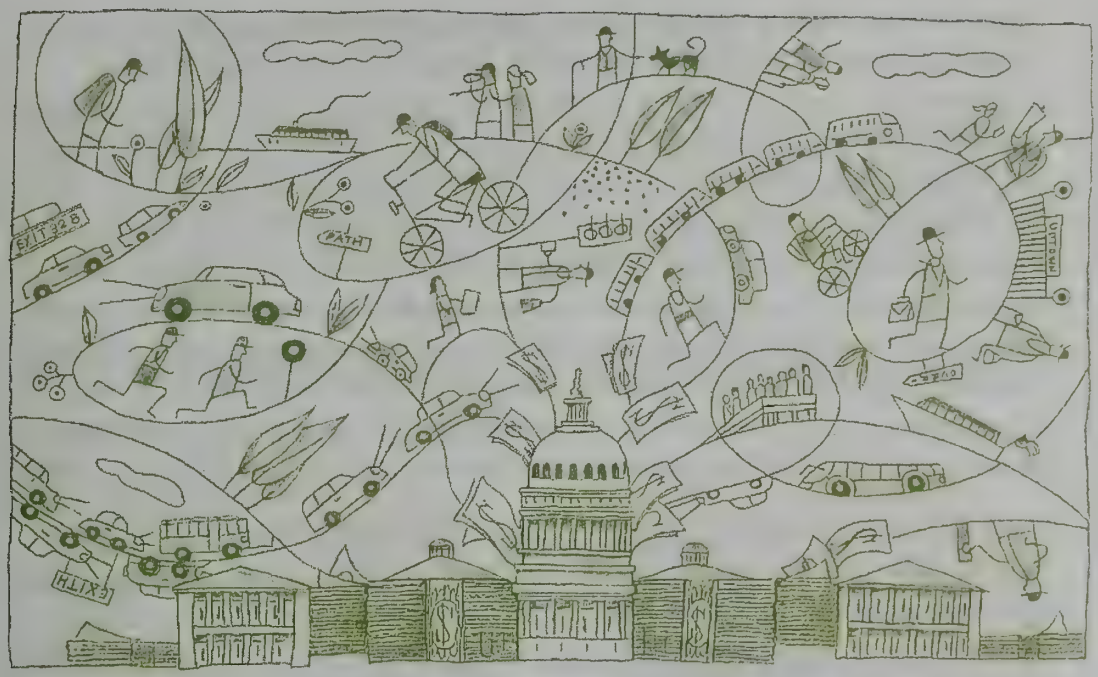
The Metropolitan Transportation Commission (MTC) was created by the California State Legislature in 1970 and is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the region's metropolitan planning organization (MPO) – a federal designation – and, for state purposes, as the regional transportation planning agency. As such, it is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, local streets and roads, rail, bicycle and pedestrian facilities. The RTP includes a Sustainable Communities Strategy (SCS) that integrates planning for transportation, land use and housing. The Commission screens requests from local agencies for regional, state and federal grants for transportation projects to determine their compatibility with the RTP, and coordinates the participation of governments and the general public in the planning process. MTC also functions as the Bay Area Toll Authority and the Service Authority for Freeways and Expressways.



The San Francisco Bay Area is served by seven primary public transit systems as well as over 20 other local transit operators, which together carry over 500 million passengers per year. There are nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports. The region includes nine counties and 101 municipalities; more than 7 million people reside within its 7,000 square miles.

The Commission is governed by a 21-member policy board. Sixteen commissioners are appointed directly by local elected officials. In addition, two members represent regional agencies – the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members represent the U.S. Department of Transportation, the State Business, Transportation and Housing Agency and the U.S. Department of Housing and Urban Development.





What is the Transportation Improvement Program or TIP?

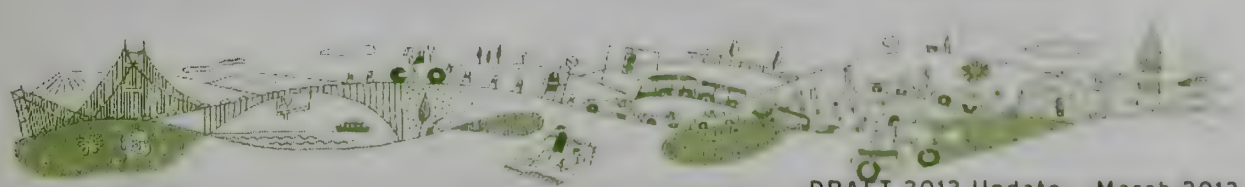
The TIP lists the near-term transportation projects, programs and investment priorities of the region's surface transportation system that have a federal interest – meaning projects or programs for which federal funds or actions by federal agencies are anticipated – along with locally and state-funded projects that are regionally significant. A regionally significant project, generally large scale, changes travel patterns over a relatively large geographic area. The TIP signifies the start of implementation of the programs and policies approved in the Bay Area's long-range transportation plan. It does this by identifying specific projects over a six-year timeframe that will help move the region toward its transportation vision. Locally funded transit operations and pavement maintenance are generally not included in the TIP.

The TIP is multimodal.

The TIP lists highway, local roadway, bridge, public transit, bicycle, pedestrian and freight-related projects.

The TIP covers a six-year period.

The TIP lists projects for a period of six years. MTC is required by federal law to update the TIP at least one time every four years.



The TIP identifies future commitments of funding and signifies that a project may move ahead to implementation.

A project's inclusion in the TIP is a critical step. It does NOT, however, represent an allocation of funds, an obligation to fund, or a grant of funds. For projects funded with federal dollars, this may occur only after the California Department of Transportation (Caltrans) and/or either the U.S. Federal Highway Administration or Federal Transit Administration review the design, financing, and environmental impacts of a project; consult with other transportation and resource agencies; and review public comment. Beyond this point, a project sponsor works with Caltrans or the federal agencies to guarantee the federal funding identified in the TIP. This federal guarantee is referred to as an "obligation." To secure non-federal funds, projects are subject to final approval from state, regional or local agencies.

The TIP shows estimated project costs and schedules.

The TIP lists specific projects and the anticipated schedule and cost for each phase of a project (preliminary engineering, final design, right-of-way acquisition and construction). Any project phase included in the TIP means implementation of that phase is expected to begin during the six-year timeframe of the TIP. Funding shown outside the TIP period is for informational purpose or to display total project cost.

The TIP schedule of project implementation is NOT fixed. The timeframe shown in the TIP is the "best estimate" at the time it is first listed in the TIP. Sometimes projects cannot maintain that schedule and will be moved to a later year. Conversely, to accelerate implementation the project sponsor can request that the project be moved to an earlier year.

The TIP must reflect realistic revenues and costs.

The list of projects in the TIP must be able to be funded within the amount of funds reasonably expected to be available over the six-year timeframe of the TIP. To add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified. As a result, the TIP is not a "wish list" but a list of projects with funding commitments during the timeframe of the TIP.

The TIP may be changed after it is adopted.

An approved TIP may be revised in order to add new projects, delete projects, advance projects into the first year, and accommodate changes in the scope, cost or phasing of a project. MTC encourages public comment on significant proposed changes to the TIP.

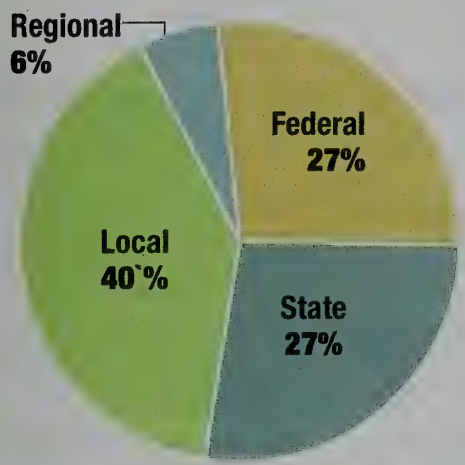
The TIP is NOT a guarantee that a project will move forward to construction. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, or cost increases or declining revenues. These problems can slow a project, cause it to be postponed, change its scope, or have it dropped from consideration.



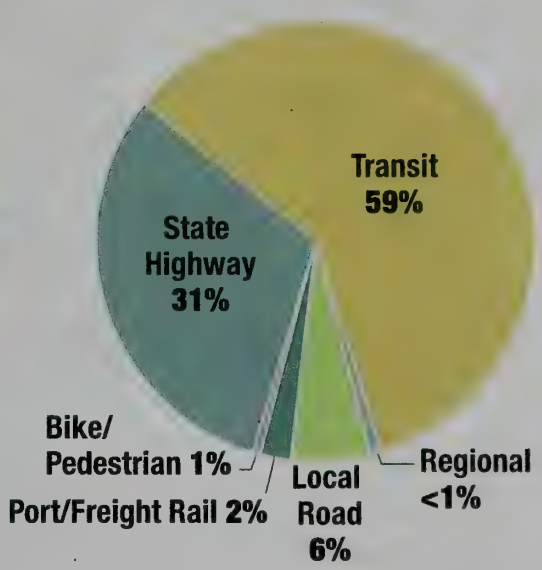
A summary of the Draft 2013 TIP

The Bay Area's Draft 2013 TIP includes approximately 880 transportation projects, and a total of approximately $16.9 billion in committed federal, state and local funding over the six-year TIP period through fiscal year 2018. See the next page for a map of projects with costs greater than $200 million.

2013 TIP Funds by Source



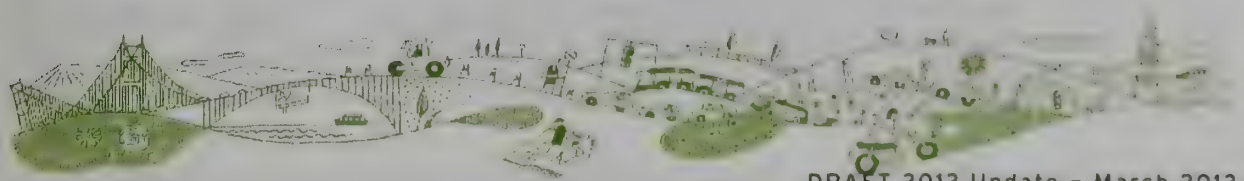
2013 TIP Funds by Mode



Draft 2013 TIP Investment Analysis: Focus on low-Income and minority communities

To address the equity implications of the proposed 2013 TIP investments, MTC has conducted an investment analysis with a focus on minority and low-income residents. The key question addressed is: "Are low-income and minority populations sharing equitably in the TIP's financial investments?" To answer this question, the investment analysis uses demographic criteria to calculate the shares of 2013 TIP investments that will flow to the identified communities, and compares those shares with the proportional size of this group's population and trip-making, relative to those of the general population.

Results of the Investment Analysis of the Draft 2013 TIP can be viewed on MTC's web site at: www.mtc.ca.gov/funding/tip/



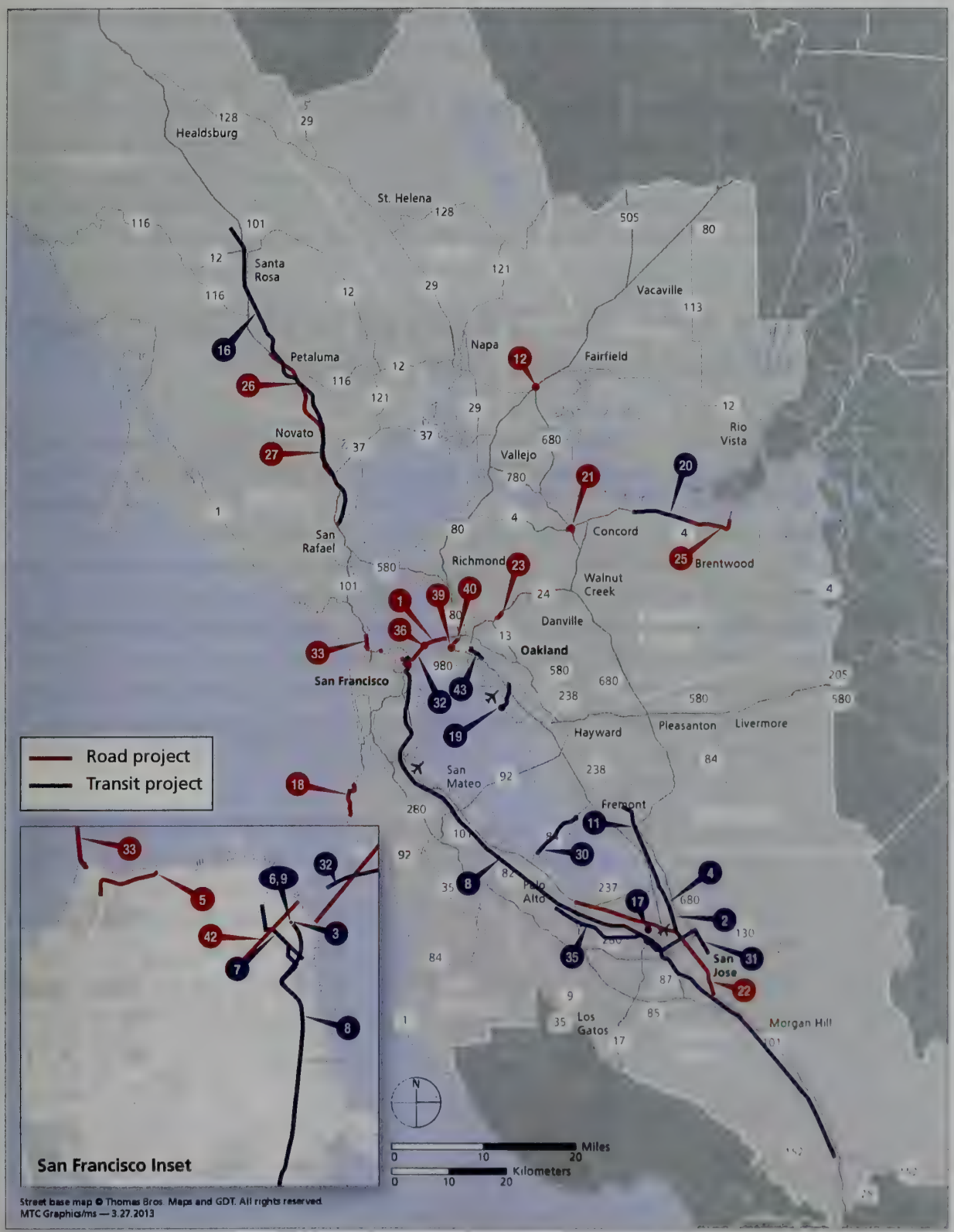
Projects in the Draft 2013 TIP Over $200 Million

BLUE Transit Project
RED Road Project

1. **San Francisco-Oakland Bay Bridge East Span Replacement**
   Alameda County
   $5.71 billion
2. **BART – Berryessa to San Jose Extension**
   Santa Clara County
   $3.96 billion
3. **Transbay Terminal/Caltrain Downtown Extension, Phase 2**
   San Francisco County
   $2.60 billion
4. **BART – Warm Springs to Berryessa Extension**
   Santa Clara County
   $2.52 billion
5. **US-101 Doyle Drive Replacement**
   San Francisco County
   $1.97 billion
6. **Transbay Terminal/Caltrain Downtown Extension, Phase 1**
   San Francisco County
   $1.59 billion
7. **SF Muni Third St LRT Phase 2 Central Subway**
   San Francisco County
   $1.57 billion
8. **Caltrain Electrification**
   Multiple Counties
   $1.23 billion
9. **Transbay Transit Center – TIFIA Loan Debt Service**
   San Francisco County
   $1.08 billion
10. **BART Railcar Replacement Program****
    Multiple Counties
    $1.03 billion
11. **BART – Warm Springs Extension**
    Alameda County
    $890 million
12. **I-80/680/12 Interchange Project**
    Solano County
    $718 million
13. **Toll Bridge Rehabilitation Program****
    Multiple Counties
    $629 million
14. **BART Car Exchange (Preventative Maintenance)****
    Multiple Counties
    $603 million
15. **Valley Transportation Authority: Preventative Maintenance****
    Santa Clara County
    $571 million
16. **Sonoma Marin Area Rail Corridor**
    Sonoma/Marin Counties
    $532 million
17. **San Jose International Airport People Mover**
    Santa Clara County
    $508 million
18. **SR-1 Devils Slide Bypass Tunnel**
    San Mateo County
    $505 million
19. **BART Oakland Airport Connector**
    Alameda County
    $484 million
20. **E-BART – East Contra Costa County Rail Extension**
    Contra Costa County
    $460 million
21. **I-680/SR-4 Interchange Reconstruction, Phases 1-5**
    Contra Costa County
    $425 million
22. **US-101 Express Lanes in Santa Clara County**
    Santa Clara County
    $425 million
23. **SR-24 – Caldecott Tunnel Fourth Bore**
    Alameda/Contra Costa Counties
    $420 million
24. **AC Transit: Preventative Maintenance Program****
    Alameda County
    $392 million
25. **SR-4 East Widening from Somersville Rd to SR-160**
    Contra Costa County
    $385 million
26. **US-101 Marin-Sonoma Narrows (Sonoma)**
    Sonoma County
    $373 million
27. **US-101 Marin-Sonoma Narrows (Marin)**
    Marin County
    $341 million
28. **Hunters Point Shipyard and Candlestick Point Local Roads****
    San Francisco County
    $338 million
29. **Freeway Performance Initiative (FPI)****
    Multiple Counties
    $328 million
30. **Dumbarton Rail Service (PE and ROW only)**
    Alameda/San Mateo Counties
    $301 million
31. **Capitol Expressway LRT Extension, Ph. 2**
    Santa Clara County
    $294 million
32. **BART Transbay Tube Seismic Retrofit**
    Multiple Counties
    $276 million
33. **Golden Gate Bridge Seismic Retrofit, Ph. 1-3A**
    Marin/San Francisco Counties
    $274 million
34. **Southeast Waterfront Transportation Improvements****
    San Francisco County
    $254 million
35. **El Camino Real Bus Rapid Transit**
    Santa Clara County
    $234 million
36. **Yerba Buena Island (YBI) Ramp Improvements**
    San Francisco County
    $233 million
37. **Caltrain Positive Train Control****
    Multiple Counties
    $231 million
38. **SF Muni Rail Replacement Program****
    San Francisco County
    $223 million
39. **7th Street Grade Separation and Roadway Improvement**
    Alameda County
    $221 million
40. **Oakland Army Base Infrastructure Improvements**
    Alameda County
    $215 million
41. **SFMTA ADA Paratransit Operating Support****
    San Francisco County
    $207 million
42. **Better Market Street Transportation Elements**
    San Francisco County
    $206 million
43. **Enhanced Bus – Telegraph/International/ East 14th**
    Alameda County
    $205 million

** *These projects not shown on map*

Projects in the Draft 2013 TIP With Costs Greater Than $200 million





How does the TIP relate to the long-range regional transportation plan?

Regionally significant projects must be first identified in the region's long-range transportation plan, and projects in the TIP must help implement the goals of the plan. The long-range plan is required by federal law and is a blueprint for transportation investment decisions over a 25- to 30-year horizon. The long-range plan establishes policies and priorities to address mobility, congestion, air quality and other transportation goals. The Draft 2013 TIP translates recommendations from the Draft Plan Bay Area into a short-term (six-year) program of improvements focused on projects that have a federal interest. Therefore, the earlier (and more effective) timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan.



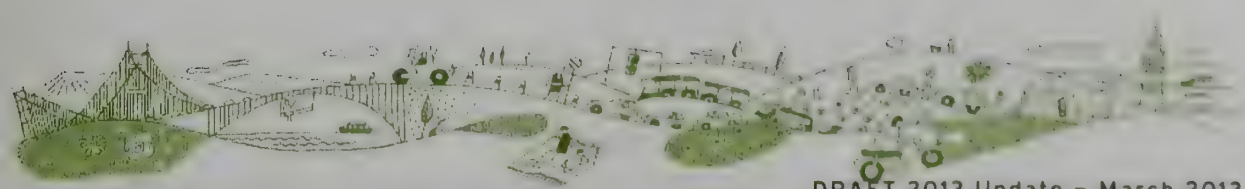
How does the TIP relate to the Clean Air Act?

Transportation activities funded with federal dollars must be consistent with air quality standards called for in the Clean Air Act Amendments of 1990. A TIP and Regional Transportation Plan are said to "conform" to those standards if they do not cause new air quality violations, worsen existing violations, or delay attainment of the air quality standards. Along with adoption of the TIP and RTP, MTC must make a conformity finding that the quality standards are met. To determine this, MTC conducts a transportation air quality conformity analysis. MTC encourages the public to review and comment on this analysis.



How is the TIP funded?

Funding for projects in the TIP comes from you – through taxes, tolls and fees, including local, regional, state and federal programs. Major fund sources are administered through the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and by the State of California. Various county sales tax measures and regional bridge toll measures provide additional funds. The state of California, transit agencies and local jurisdictions provide dollars to match federal funding or to fully fund certain local projects.





Who develops the TIP?

MTC develops the TIP in cooperation with the Bay Area Partnership of federal, state and regional agencies; county congestion management agencies (CMAs); public transit providers; city and county public works representatives; and the public. The Bay Area Partnership subcommittees provide a forum for managers of the region's transportation system to contribute to the policy-making and investment activities of MTC, and to improve coordination within the region.

Project sponsors must be a government agency (or other qualifying entity, such as certain non-profit organizations that are eligible for some transportation funds) and are responsible for initiating funding requests, applying for funds, and carrying their projects to completion. In the Bay Area, project sponsors include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the congestion management agencies, the nine Bay Area counties, the individual cities within each county or other special districts.



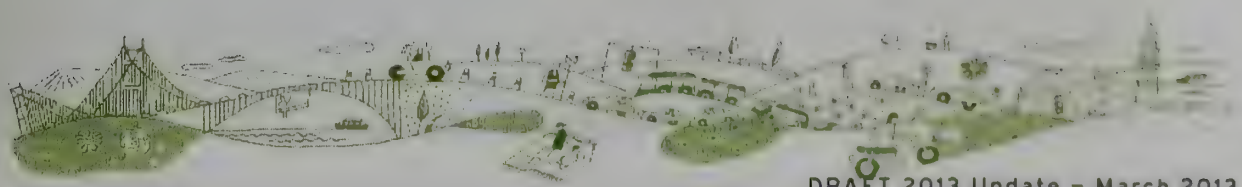
How does a project get in the TIP?

Often years of planning and public input precede a project's inclusion in the TIP. Although there are several ways in which a project can get in the TIP, the most typical course is described here. *The chart on the next page shows where the TIP lies on the path to completion of a project.*

First, a particular transportation need is identified. In many cases, planners and engineers generate lists of potential improvements based on their needs analyses and public inquiries. The local proposals are in turn reviewed by a city, county, transportation authority, transit operator, or state agency. If the public agency agrees that a particular idea has merit, it may decide to act as the project sponsor, work toward refining the initial idea, develop a clear project cost, scope and schedule, and subsequently seek funding for the project.

Once local agencies develop their list of projects and priorities, they are submitted to MTC for consideration to include in a regional transportation plan. Even if a project is fully funded with local funds, if it is a major project it must still align with the regional plan's goals in order to be included in the plan. Many project sponsors will request funding for their projects that is subject to MTC approval. MTC must balance competing needs and assure that the most critical investment priorities are being addressed within the limits of available funds and that there is consistency among projects and with the region's goals as embodied by the Regional Transportation Plan.

When federal and state discretionary funding becomes available to the region, MTC, guided by the long-range plan in consultation with transportation stakeholders, develops a transportation program for those funds. This involves deciding on criteria for project selection and setting funding levels per project. Depending on the program, either MTC, the county congestion management agency, transit operator, or county may propose projects.



Follow a Transportation Project From Idea to

New Project Ideas and Local Review

Idea

An idea for a project starts when a transportation need is identified and a new idea is put forward. The idea can surface in any number of ways – from you, a private business, a community group or a government agency.

Local Review

The project idea must be adopted by a formal sponsor – usually a public agency – that may refine the initial idea and develop details for the project. To move forward, the project must be approved by local authorities such as a city council, county board of supervisors or transit agency.

To be eligible for certain regional, state and federal funds, projects must be cleared through the county congestion management agency (CMA), and become part of the Regional Transportation Plan.

MTC's Long-Term Regional Transportation Plan

The Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS)

Every four years MTC updates the Regional Transportation Plan (RTP), looking forward two to three decades. The plan identifies policies, programs and transportation investments to support the long-term vision for the Bay Area.

The RTP also must identify anticipated funding sources. The RTP can include only those projects and programs that can be funded with revenues reasonably expected to be available during the plan's timeframe. Projects identified in the RTP are generally drawn from the planning efforts of MTC, county congestion management agencies, transit agencies and local governments.

State legislation now requires that regional transportation plans incorporate a Sustainable Communities Strategy (SCS) – provisions for reducing greenhouse gas emissions from cars and light trucks by integrating transportation, housing and land-use planning.

How You Can Make a Difference

Get involved in your community!

- Follow the work of your city council, county board of supervisors or local transit agency.
- Take notice of plans or improvement programs developed by your city, county or transit agency.
- Comment on projects proposed by your county CMA or on transportation

The Regional Transportation Plan is the earliest and best opportunity within the MTC process to comment on and influence projects.

- A project cannot move forward or receive any federal funds unless it is included in the Regional Transportation Plan. Participate in the RTP/SCS public meetings, surveys, etc.
- MTC support of large projects occurs in the RTP and not as part of the TIP.

Implementation

MTC's Project Selection Process

Construction/ Implementation

Once long-term goals, policies and funding initiatives have been set in the RTP, MTC develops program criteria and funds specific projects.

Project Selection Process

Funding Levels Established for RTP Programs/Initiatives: Guided by the RTP and short-term revenue estimates, MTC decides how much funding to apply to programs over a two-to-four-year period at a time.

Project Selection Criteria Developed: For competitive programs under its control, MTC is guided by the RTP and develops and adopts minimum project requirements and criteria to evaluate and prioritize projects.

Project Selection: Depending on the program, projects may be selected using MTC's criteria or by the county congestion management agency, the California Transportation Commission or a transit agency board. Some funding programs are non-competitive, meaning projects are funded according to a pre-determined formula or voter-enacted initiative.

The Transportation Improvement Program (TIP)

The production of the Transportation Improvement Program or TIP is the culmination of MTC's transportation planning and project selection process. The TIP identifies specific near-term projects over a six-year period to move the region toward its transportation vision.

The TIP lists all surface transportation projects for which federal funds or actions by federal agencies are anticipated, along with some of the larger locally and state-funded projects. A project cannot receive federal funds or receive other critical federal project approvals unless it is in the TIP. MTC must update the TIP at least once every four years. It is revised several times a year to add, delete or modify projects.

Environmental Review and Project Development Activities

The project sponsor conducts an environmental review, as required by either the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). Final approval of the project design and right-of-way is required by the sponsoring agency and appropriate federal agency (Federal Highway Administration or Federal Transit Administration) if federal funds and/or actions are involved.

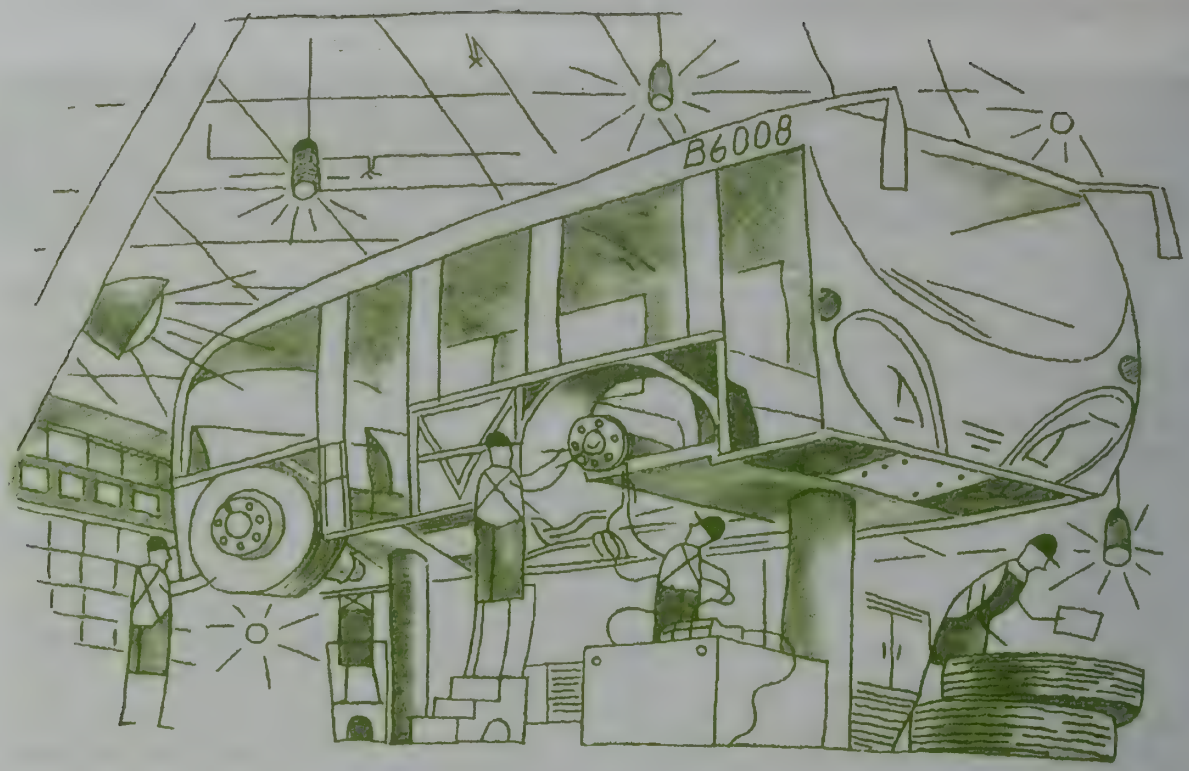
Funding is fully committed by grant approval (once the project meets all requirements and moves forward to phases such as preliminary engineering, right-of-way acquisition, or construction.

Get involved in planning for the whole Bay Area at MTC!

- Comment at MTC committee-level and Commission-level meetings, special public hearings and workshops.
- Follow the work of MTC's Policy Advisory Council which advises the Commission (www.mtc.ca.gov/get_involved).

Comment on a project's impacts

- Comment on the environmental impacts of the project before the environmental document and project receive final approval by the board of the sponsoring agency, or in advance of federal approval, if required.



What happens after a project is included in the TIP?

Once a project is in the TIP, a considerable amount of work still remains to bring it to completion. The designated project sponsor is responsible for ensuring the project moves forward. Projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, and construction). Each phase is included in the TIP showing funding and the anticipated schedule. Ideally, a project will advance according to its listed schedule. However, tracking each project's progress is important so that delays can be identified and remedied as soon as possible, and so that funding can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, they usually no longer appear in future TIP documents – even though the project may not yet be completed.



In what ways can the public participate?

Public participation occurs during all stages of a project's development. Communicating support or concern to municipal and county officials and transit agency managers is one of the most effective starting points. As local review begins, public input may be provided at formal meetings or informal sessions with local planning boards and staff. Members of the public may also be asked to participate in special task forces to review transportation improvement concepts at the corridor, county and regional level. The MTC's long-range transportation plan has an extensive public involvement program including but not limited to workshops, focus groups, surveys, public hearings and opportunities to comment at Commission meetings. Finally, once a project is in the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input. An overview of opportunities to get involved during every stage of a project is provided on pages 12 and 13.

MTC's public involvement process aims to give the public ample opportunities for early and continuing participation in transportation project planning, and to provide full public access to key decisions. The public has the opportunity to comment before the draft TIP is officially adopted by the Commission. MTC conducts a public comment period and holds public meetings to allow the public an opportunity to ask questions about the process and projects. Copies of the draft TIP are distributed to major libraries; notices are mailed out to an extensive mailing list of interested individuals and agencies along with instructions on how to access and comment on the TIP on the MTC website; and the TIP documents can be viewed on the MTC website at www.mtc.ca.gov/funding/tip/.

MTC extends an open and continuing invitation to the Bay Area public to assist in developing transportation solutions for the region. A comprehensive Public Participation Plan details the many avenues available to groups and individuals who would like to get involved in MTC's work. The plan can be found on MTC's website at www.mtc.ca.gov/get_involved/participation_plan.htm.



Where to turn for more information

Visit the MTC website at www.mtc.ca.gov for more information about the transportation planning and funding process and to obtain schedules and agendas for MTC meetings. Below are direct links to key documents. Some publications mentioned are available at the MTC-ABAG Library.

Resources

The Transportation Improvement Program
www.mtc.ca.gov/funding/tip/

MTC Public Participation Plan
www.mtc.ca.gov/get_involved/participation_plan.htm

The ABCs of MTC
www.mtc.ca.gov/library/abcs_of_mtc/

Project Listing: MTC Fund Management System
www.mtc.ca.gov/funding/fms_intro.htm

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cgoldblatt@mtc.ca.gov

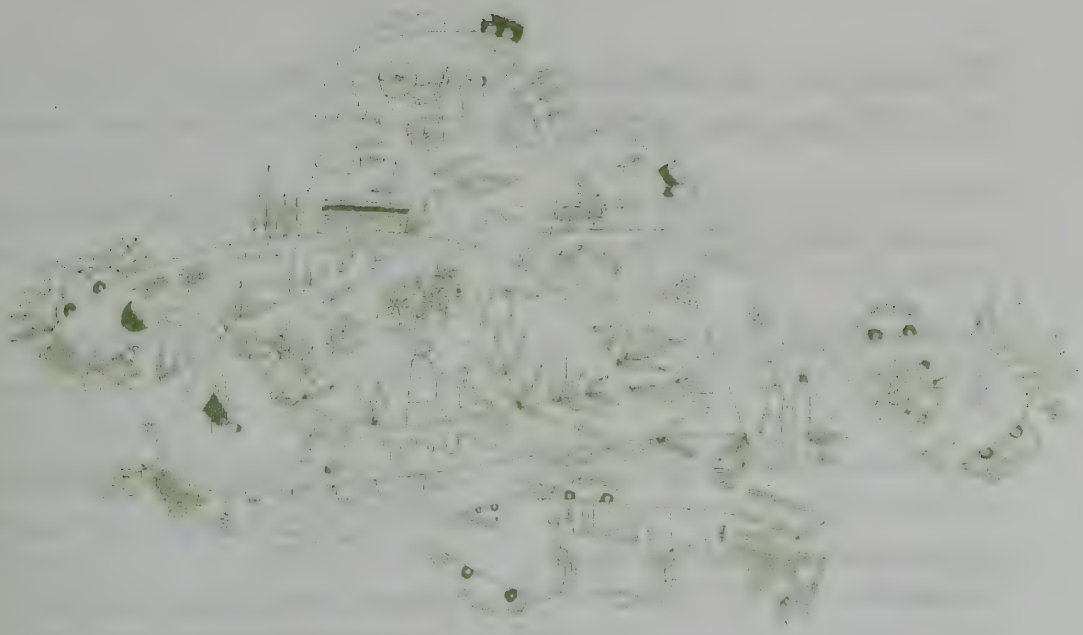
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gtepke@mtc.ca.gov

State Funding Programs
Kenneth Kao (510) 817-5768
kkao@mtc.ca.gov

MTC Public Information
(510) 817-5757 or info@mtc.ca.gov

MTC-ABAG Library
(510) 817-5836 or library@mtc.ca.gov



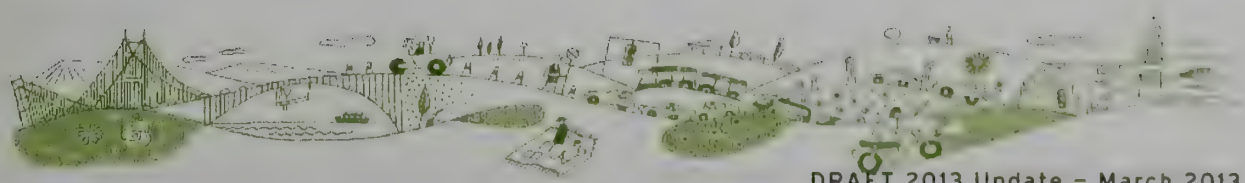


Request assistance

If you need a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 510.817.5757 or 510.817.5769 for TDD/TTY. We require at least three days' notice to provide reasonable accommodations.

Si necesita un intérprete del lenguaje de señas, si el inglés es su segundo idioma y necesita un intérprete, o si necesita cualquier otra ayuda por favor comuníquese con nosotros al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos tres días de anticipación para proveer asistencia razonable.

如果您需要手語翻譯員，或如果英語是您的第二語言，您需要翻譯服務，或者您需要任何其他類型的協助，請致電510-817-5757或致電TDD/TTY電話510-817-5769。我們要求獲得至少三天提前通知才能提供合理的配合安排。



Transportation agencies in the San Francisco Bay Area

Major Transit Operators

Altamont Commuter Express (ACE)
209.944.6220

Alameda-Contra Costa Transit District (AC Transit)
510.891.4777

Bay Area Rapid Transit District (BART)
510.464.6000

Bay Area Water Emergency Transit Authority
415.291.3377

Central Contra Costa Transit Authority (County Connection)
925.676.1976

Eastern Contra Costa Transit Authority (Tri Delta)
925.754.6622

Fairfield/Suisun Transit (FAST)
707.422.2877

Golden Gate Bridge, Highway and Transportation District
415.921.5858

Livermore Amador Valley Transit Authority (WHEELS)
925.455.7500

Napa County Transportation and Planning Agency (VINE)
707.259.8631

Peninsula Corridor Joint Powers Board (Caltrain)
650.508.6200

San Francisco Municipal Transportation Agency (SFMTA)
415.701.4500

San Mateo County Transit District (SamTrans)
650.508.6200

Santa Clara Valley Transportation Authority (VTA)
408.321.2300

Santa Rosa Department of Transit and Parking
707.543.3333

Solano County Transit (SolTrans)
707.648.4666

Sonoma County Transit
707.585.7516

Transbay Joint Powers Authority
415.597.4620

Western Contra Costa Transit Authority (WestCAT)
510.724.3331

Major Airports and Seaports

Port of Oakland
510.627.1100

Port of San Francisco
415.274-0400

Oakland International Airport
510.563.3300

San Jose International Airport
408.392.3600

San Francisco International Airport
650.821.8211

Regional Agencies

Association of Bay Area Governments
510.464.7900

Bay Area Air Quality Management District
415.771.6000

Metropolitan Transportation Commission
510.817.5700

San Francisco Bay Conservation and Development Commission
415.352.3600

Congestion Management Agencies

Alameda County Transportation Commission
510.208.7400

Contra Costa Transportation Authority
925.256.4700

Transportation Authority of Marin
415.226.0815

Napa County Transportation and Planning Agency
707.259.8631

San Francisco County Transportation Authority
415.522.4800

City/County Association of Governments of San Mateo County
650.599.1406

Santa Clara Valley Transportation Authority
408.321.2300

Solano Transportation Authority
707.424.6075

Sonoma County Transportation Authority
707.565.5373

State Agencies

California Air Resources Board
916.322.2990

California Highway Patrol, Golden Gate Division
707.551.4180

California Transportation Commission
916.654.4245

Caltrans, District 4
510.286.4444

Federal Agencies

Environmental Protection Agency, Region 9
415.947.8021

Federal Highway Administration, California Division
916.498.5001

Federal Transit Administration, Region 9
415.744.3133

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APPENDIX A – 38

2013 TIP Detail

Air Quality Conformity Analysis
MTC Resolution No. 4076

TRANSPORTATION-AIR QUALITY CONFORMITY ANALYSIS FOR PLAN BAY AREA & 2013 TRANSPORTATION IMPROVEMENT PROGRAM

Draft: March 29, 2013

Final: __

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I. INTRODUCTION

The Metropolitan Transportation Commission (MTC) prepares a transportation air quality conformity analysis when MTC amends or updates its long-range regional transportation plan (RTP), or adds or deletes regionally significant, non-exempt projects into the Transportation Improvement Program (TIP).

The purpose of this conformity analysis is to conform Plan Bay Area and the 2013 TIP in accordance with the latest U.S. Environmental Protection Agency (EPA) transportation conformity regulations and the Bay Area Conformity State Implementation Plan (Conformity SIP), which is also known as the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757). This conformity analysis addresses the national 8-hour ozone standard, national carbon monoxide standard, and the national 24-hour fine particulate matter ($PM_{2.5}$) standard.

This report explains the basis for the conformity analysis and provides the results used by MTC to make a positive conformity finding on Plan Bay Area and the 2013 TIP.

Purpose of Conformity Analysis

The Federal Clean Air Act, as amended in 1990 (CAAA) outlines requirements for ensuring that federal transportation plans, programs and projects are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards. A conformity finding demonstrates that the total emissions projected for a RTP or TIP are within the emissions limits ("budgets") established by the SIP, and that transportation control measures (TCMs) are implemented in a timely fashion.

Conformity requirements apply in all nonattainment and maintenance areas for transportation-related criteria pollutants and related precursor emissions. For the Bay Area, the criteria pollutants to be addressed are ground-level ozone, carbon monoxide, and $PM_{2.5}$; and the precursor pollutants to be addressed include volatile organic compounds (VOC) and oxides of nitrogen (NO_x) for ozone and NO_x for $PM_{2.5}$. EPA's most recent revisions to its transportation conformity regulations to implement the 1990 Federal Clean Air Act section 175A were published in the Federal Register on March 14, 2012[1].

Metropolitan Planning Organizations such as MTC are required to follow these regulations, and any other procedures and criteria contained in the EPA-approved Conformity SIP (Transportation Air Quality Conformity Protocol) for the Bay Area. In the Bay Area,

[1] The current version of the regulations is available on EPA's Transportation Conformity website at http://www.epa.gov/otaq/stateresources/transconf/regs/420b12013.pdf.

procedures were first adopted in September 1994 to comply with the 1990 CAAA. Four subsequent amendments to the transportation conformity procedures in August 1995, November 1995, August 1997, and July 2006 have been adopted by the three co-lead agencies (MTC, Association of Bay Area Governments (ABAG), and Bay Area Air Quality Management District (BAAQMD)). MTC Resolution 3757 represents the latest San Francisco Bay Area Transportation Air Quality Conformity Protocol adopted by the three agencies in July 2006. Acting on behalf of the three agencies, the BAAQMD submitted this latest Protocol to California Air Resources Board (CARB) as a revision to the Bay Area Conformity SIP. CARB approved this proposed revision to the Bay Area's Conformity SIP in December 2006, and transmitted it to EPA for final action. EPA approved the Bay Area Conformity SIP in December 2007 (40 CFR Part 52).

These regulations and resolutions state in part that, MTC cannot approve any transportation plan, program or project unless these activities conform to the purpose of the federal air quality plan (officially titled the State Implementation Plan, or SIP). "Transportation plan" refers to the RTP. "Program" refers to the TIP, which is a financially realistic set of highway and transit projects to be funded over the next six years. A "transportation project" is any highway or transit improvement, which is included in the RTP and TIP and requires funding or approval from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Conformity regulations also affect regionally significant non-federally funded projects which must be included in a conforming transportation plan and program.

Status of Regional Transportation Plan

A Regional Transportation Plan, or RTP, is a long-range plan which includes both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. By federal law, the RTP covers a minimum planning horizon of 20 years and is updated every four years in areas which do not meet federal air quality standards. The RTP is financially constrained to the projected transportation revenues that will be reasonably available to the region over the planning period. Once adopted, the RTP guides the development of the TIP for the region.

The latest updated RTP is called Plan Bay Area. Plan Bay Area represents a strategic investment plan to improve asset condition and system performance for Bay Area travelers over the next 28 years. It includes a set of highway, transit, local roadway, bicycle, and pedestrian projects identified through regional and local transportation planning processes. As required by federal and state planning regulations, the long-range plan is financially constrained, identifying investments that are funded within the $289 billion 28-year revenue estimate.

The Commission adopted the Transportation 2035 Plan in April 2009 (MTC Resolution 3893). The FHWA and FTA approved MTC's conformity determination for the Transportation 2035 Plan and 2009 Transportation Improvement Program/Amendment #09-

06 on May 29, 2009. The Transportation 2035 Plan was subsequently amended on May 25, 2010 via an administrative modification. This administrative modification did not trigger a new conformity determination because there are no changes to project scopes for projects previously identified in the plan and no additions of regionally significant, non-exempt projects to the plan.

This conformity analysis serves to conform Plan Bay Area. Refer to **Appendix A** for detailed project listing of projects/programs included in the proposed Plan Bay Area. See MTC's Draft Plan Bay Area for full details about the plan[2].

Status of Transportation Improvement Program

The federally required Transportation Improvement Program, or TIP, is a comprehensive listing of Bay Area surface transportation projects that receive federal funds or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. MTC and the other Metropolitan Planning Organizations (MPOs) in California have historically followed a Caltrans directed update schedule (that is consistent statewide) to update the TIP every two years. The TIP must cover at least a four-year period and contain a priority list of projects grouped by year. The TIP is also financially constrained – meaning that the amount of funding programmed does not exceed the amount of funding reasonably expected to be available. Adoption of the TIP must be accompanied by an air quality conformity analysis and finding, and all projects included in the TIP must be derived from and/or be consistent with the RTP. Whenever a new RTP is adopted, a new air quality conformity analysis must be prepared for the TIP, to ensure consistency between the current Plan (RTP) and Program (TIP).

The Draft 2013 TIP includes projects "programmed" in six fiscal years: FY 2012-13, FY 2013-14, FY 2014-15, FY 2015-16, FY 2016-17 and FY 2017-18. This conformity analysis serves to conform the draft 2013 TIP and Plan Bay Area.

Refer to **Appendix B** for detailed project listing of projects/programs in the 2013 TIP. Note that specific funding sources are identified in the TIP itself. See MTC's draft 2013 TIP for full details about the TIP.

II. BAY AREA AIR POLLUTANT DESIGNATIONS

National 1-Hour Ozone Standard

On November 6, 1991, the U.S. Environmental Protection Agency (EPA) designated the Bay Area as a moderate ozone non-attainment area. Based on "clean" air monitoring data from 1990 to 1993, the co-lead agencies—BAAQMD, MTC, and ABAG— determined that no

[2] See MTC's *Draft Plan Bay Area* at: http://onebayarea.org/

ozone violations had occurred and requested the California Air Resources Board (ARB) to forward a redesignation request and an ozone maintenance plan to U.S. EPA.

On May 25, 1995, the Bay Area was classified as an ozone maintenance area, having attained the 1-hour national ozone standard for five years (1990-1994). However, on July 10, 1998 the U.S. EPA published a Notice of Final Rulemaking redesignating the Bay Area back to an ozone non-attainment (unclassified) area. This action was due to violations of the 1-hour standard that occurred during the summers of 1995 and 1996, and became final on August 10, 1998.

On October 31, 2003, U.S. EPA proposed a finding of attainment of the national 1-hour ozone standard for the Bay Area. The proposed finding was based on air quality monitoring data from the 2001, 2002, and 2003 ozone seasons. In April 2004, U.S. EPA made a final finding that the Bay Area had attained the national 1-hour ozone standard. Because of this finding, some of the elements of the 2001 Ozone Attainment Plan, submitted to EPA to demonstrate attainment of the 1-hour standard, were suspended. The finding of attainment did not mean the Bay Area had been reclassified as an attainment area for the 1-hour standard. To be reclassified, the region would have had to submit a formal redesignation request to EPA, along with a maintenance plan showing how the region would continue to attain the standard for ten years. However, this redesignation request was no longer necessary upon the establishment of the new national 8-hour ozone standard.

National 8-Hour Ozone Standard

On April 15, 2004, EPA issued the first phase of the final implementation rule designating and classifying areas not meeting the federal 8-hour ozone standard. This phase of the implementation rule explained how EPA was classifying areas not meeting the national air quality standard for 8-hour ozone. It also established a process for transitioning from implementing the 1-hour standard for ozone to implementing the more protective 8-hour ozone standard. The rule also established attainment dates for the 8-hour standard and the timing of emissions reductions needed for attainment. The 8-hour designations and classifications took effect on June 15, 2004; and one year following this effective date, EPA revoked the 1-hour standard.

In July 1997, U.S. EPA revised the ozone standard, setting it to 0.08 parts per million in concentration-based form, specifically the 3-year average of the annual 4th highest daily maximum 8-hour ozone concentrations. In April 2004, EPA issued final designations for attainment and non-attainment areas. The Bay Area monitoring stations recorded concentrations that exceeded the national 8-hour ozone standard for 2001, 2002 and 2003. In June 2004, EPA formally designated the Bay Area as a non-attainment area for national 8-hour ozone, and classified the region as "marginal" based on five classes of non-attainment areas for ozone, ranging from marginal to extreme. Marginal, non-attainment areas must attain the national 8-hour ozone standard by June 15, 2007.

On July 1, 2004, EPA published a final rule amending the transportation conformity rule to address the new national 8-hour ozone standard. The amended rule stated that Plans and TIPs in nonattainment areas must be found to conform against the new standard by one year after the effective date of designation – by June 15, 2005 for 8-hour ozone areas. Conformity for the 1-hour ozone standard will no longer apply in existing 1-hour ozone nonattainment and maintenance areas once the 1-hour ozone standard is revoked; this occurred on June 15, 2005. Furthermore, prior to 8-hour budgets being established, all areas with adequate or approved 1-hour motor vehicle emission budgets must use them to demonstrate conformity with the 8-hour ozone standard, unless it is determined through interagency consultation that using the interim emissions tests is more appropriate. The conformity finding in this report is based on the approved 1-hour motor vehicle emissions budget.

In March 2008, EPA lowered the national 8-hour ozone standard from 0.80 parts per million to 0.75 parts per million. On March 12, 2009, ARB submitted its recommendations for area designations for the revised national 8-hour ozone standard. These recommendations were based on ozone air quality data collected during 2006 through 2008. The ARB recommended that the Bay Area be designated as nonattainment for the national 8-hour ozone standard. EPA had one year to review the recommendations and were to notify states by November 12, 2009 if they planned to modify the state-recommended areas. EPA issued final designations by March 12, 2010 based on more up to date monitoring data.

On January 6, 2010, the EPA extended the deadline for designating areas for the March 2008 national ambient air quality standards (NAAQS) for ground-level ozone. This was in light of EPA's decision to reconsider the ground-level ozone standards set in 2008 because the Clean Air Scientific Advisory Committee, EPA's panel of science advisors, found the ozone standards not as protective to the health and welfare of the public as recommended. Based on the scientific studies, EPA proposed to set different primary and secondary 8-hour ozone standards to protect public health.

EPA's final rule designating nonattainment areas for the 2008 ozone NAAQS was published in the Federal Register on May 21, 2012 and was effective July 20, 2012. This rule established initial air quality designations and classifications for the 2008 ozone NAAQS for most areas in the United States, including areas of Indian country.

Concurrent with this designation rule, EPA released an additional final rule that established the approach for classifying nonattainment areas, set attainment deadlines, granted reclassification for selected nonattainment areas in California, and revoked the 1997 ozone standard for transportation conformity purposes. The grace period for showing conformity to the 2008 O3 standard was started by the May 21, 2012 (77 FR 30088) publication of designations for this standard. The grace period for completing these conformity analysis ends on July 20, 2013 and MTC will need to continue to include conformity to the 1997 ozone standard until the grace period is finished.

National $PM_{2.5}$ Standard

In 1987, The EPA established a standard for particle pollution equal to or smaller than 10 micrometers in diameter. A decade later, the 1997 revision to the standard set the stage for change, when a separate standard was set for fine particulate matter, which are 2.5 micrometers in diameter and smaller. Citing the link between serious health problems and premature death in people with heart or lung disease, the 1997 revision ultimately distinguished and set forth regulation on particle pollutants known as particulate matter 2.5 ($PM_{2.5}$) and particulate matter 10 (PM_{10}).

In 2006 the EPA revised the air quality standards for particle pollution. Regulations for $PM_{2.5}$ were tightened for the 24-hour fine particle standard, which lowered the level from 65 micrograms per cubic meter ($\mu g/m^3$) to 35 $\mu g/ m^3$. The annual fine particle standard at 15 $\mu g/ m^3$ remained the same. In that same year, the EPA published a final ruling which established transportation conformity criteria and procedures to determine transportation projects that required analysis for local air quality impacts for $PM_{2.5}$ in non-attainment and maintenance areas. From the 2006 revision, EPA had to complete designations of nonattainment areas by December 2009 for national standard for $PM_{2.5}$. The newly established criteria and procedures require those area designated as nonattainment areas must undergo a regional conformity analysis for $PM_{2.5}$. Furthermore, the procedures also mandates areas designated as nonattainment must complete an additional project-level $PM_{2.5}$ hot-spot analysis of localized impacts for transportation projects of air quality concern.

On December 14, 2009, EPA designated the Bay Area as nonattainment for the national 24-hour $PM_{2.5}$ standard based upon violations of the standard over the three-year period from 2007 through 2009. Pursuant to the Clean Air Act, the Bay Area and MTC were subject to the requirement (beginning on December 14, 2010) to demonstrate that the RTP and TIP conformed to the SIP. In addition, beginning on December 14, 2010, certain roadway and transit projects that involve significant levels of diesel vehicle traffic needed to prepare $PM_{2.5}$ hot-spot analyses.

National 8-Hour Carbon Monoxide Standard

In April 1998, the Bay Area was redesignated to a "maintenance area" for the national 8-hour carbon monoxide (CO) standard, having demonstrated attainment of the standards. As a maintenance area, the region must assure continued attainment of the CO standard.

Approved Motor Vehicle Emissions Budgets and Conformity Tests

The Bay Area has conformity requirements for national ozone, CO, and $PM_{2.5}$ standards. Under the ozone and CO standard, the Bay Area has to meet a motor vehicle emission "budget" test. Because the Bay Area does not have motor vehicle emission budgets for $PM_{2.5}$ that have been determined to be adequate by EPA, it has to meet a motor vehicle emission interim test for the $PM_{2.5}$ standard. To make a positive conformity finding for ozone and CO, MTC must demonstrate that the calculated motor vehicle emissions in the region are lower than the approved budgets. To make a positive "interim" conformity finding for $PM_{2.5}$, MTC must meet "build not greater than no build" or "build not greater than baseline year" tests based on $PM_{2.5}$ exhaust, tire wear, and brake wear, and NO_x as a $PM_{2.5}$ precursor, emissions.

Motor vehicle emissions budgets for Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO_x), which are ozone precursors, were developed for the 2006 attainment year as part of the 2001 1-hour Ozone Attainment Plan. The VOC and NO_x budgets were found to be adequate by EPA on February 14, 2002 (67 FR 8017) and were subsequently approved by EPA on April 22, 2004 (69 FR 21717). The ozone budgets were approved by the Federal Register on March 27, 2008. Note that under EPA's conformity rule for the national 8-hour ozone standard, the existing 1-hour motor vehicle emission budgets are to be used for conformity analyses until they are replaced.

For CO, the applicable motor vehicle emissions budget was developed for the 2004 Revisions to the California State Implementation Plan for Carbon Monoxide (herein referred to as the 2004 Carbon Monoxide Maintenance Plan).

The motor vehicle emission budgets are listed below:

VOC:	164 tons per day (2006 and beyond)
NOx:	270.3 tons per day (2006 and beyond)
CO:	1,850 tons per day (2003 and 2018 and beyond)

For $PM_{2.5}$, initially the Bay Area was required to prepare a SIP by December 2012 to show how the region would attain the standard by December 2014. In addition, although the Bay Area was designated as non-attainment for the national 24-hour $PM_{2.5}$ standard based on monitoring data for the 2006-2008 period, the region exceeded the standard by only a slight margin. Since then, Bay Area $PM_{2.5}$ levels have continued to decline. Air quality data from the regional monitoring network shows that the Bay Area met the national 24-hour $PM_{2.5}$ standard during the three-year period from 2008 through 2010, as well as the three-year period from 2009 through 2011.

Under US EPA guidelines, a region with monitoring data showing that it currently attains an air quality standard can submit a "redesignation request" and a "maintenance plan" in lieu of a SIP attainment plan. However, the BAAQMD believes that it would be premature to submit a $PM_{2.5}$ redesignation request for the Bay Area at this time. Instead, the BAAQMD has

pursued another option provided by US EPA guidelines for areas with monitoring data showing that they currently meet the $PM_{2.5}$ standard. In December 2011, the Air Resources Board submitted a "clean data finding" request on behalf of the Bay Area. On January 9, 2013, EPA took final action and determined that the Bay Area attained the 2006 24-hour $PM_{2.5}$ standard. EPA's determination was based on complete, quality-assured, and certified ambient air monitoring data showing that the area monitored attainment based on the 2009-2011 monitoring period[3]. Based on EPA's determination, the requirements for the Bay Area to submit an attainment demonstration, together with reasonably available control measures (RACM), a reasonable further progress (RFP) plan, and contingency measures for failure to meet RFP and attainment deadlines are suspended for so long as the region continues to attain the 2006 24-hour $PM_{2.5}$ standard.

Since an approved motor vehicle emissions budget for $PM_{2.5}$ is not available for use in this conformity analysis, MTC must complete one of the two interim emissions tests:

- the build-no-greater-than-no-build test ("build/no-build test") found at 40 CFR 93.119(e)(1), or
- the no-greater-than-baseline year emissions test ("baseline year test"), described at 40 CFR 93.119(e)(2).

Per the interagency consultation via the Air Quality Conformity Task Force meeting dated March 28, 2013, MTC elects to use the baseline year test. In this test, conformity would be demonstrated if in each analysis year, the transportation emissions reflected the RTP or TIP (the "build" scenario) are less than or equal to emissions from the transportation system in the "baseline year" on-road source emission inventory.

Under a determination of conformity, the following criteria are applied:
1. The latest planning assumptions and emission models are used.
2. The transportation plan and program pass an emissions budget test using a budget that has been found adequate by EPA or an interim emissions test when budgets have not been established.
3. The transportation plan and program provide for the timely implementation of transportation control measures (TCMs).
4. Interagency and public consultation is part of the process.

III. CONFORMITY ANALYSIS & RESULTS

Approach to Conformity Analysis

MTC has used the latest planning assumptions for the purpose of preparing this conformity analysis. Regional on-road motor vehicle emissions for future years are estimated using MTC's travel demand forecast model *Travel Model One* (version 0.3), released in spring

[3] See http://www.gpo.gov/fdsys/pkg/FR-2013-01-09/pdf/2013-00170.pdf

2012, calibrated to a 2000 base year, and validated against both year 2000 and year 2005 observed conditions with the most up to date highway and transit networks. In conjunction with *Travel Model One*, MTC will also use the ARB's latest model for determining motor vehicle emissions (EMFAC2011-SG).

The MTC travel demand model requires various inputs – demographic assumptions, pricing assumptions, travel behavior assumptions and highway and transit network assumptions. This conformity analysis uses the latest socio-economic/land use forecast data from the Association of Bay Area Government's (ABAG's) *Jobs/Housing Connection*[4] and the latest validated version of *Travel Model One*.

A separate process was employed to develop socio-economic/land use data for the $PM_{2.5}$ "baseline year" of 2008 and $PM_{2.5}$ attainment year of 2014. The standard Transportation Analysis Zone (TAZ)-level data set provided to MTC by ABAG includes forecasted data in 5-year increments. The calculation of data for the interim years 2008 and 2014 in the proposed Plan Bay Area requires a multi-stop process. First, regional control totals for each attribute for each of the years 2008 and 2014 are calculated using a straight line extrapolation between the two adjacent 5-year increments. Next each TAZ's share of the regional total is calculated by extrapolation of the two adjacent 5-year increments. Finally, individual TAZ totals are calculated by multiplying the interim year TAZ share of the regional total by the regional control total.

In addition, pricing assumptions applied in the travel demand model include projected parking prices, gasoline and non-gasoline auto operating costs, fuel economy, bridge tolls, transit fares, and express lanes. Travel behavior assumptions include trip peaking factors, vehicle occupancy factors, and estimates of interregional commuters. Highway and transit networks were updated for each analysis year to reflect investments in the proposed Plan Bay Area (see Appendix A) and 2013 TIP (see Appendix B).

Regional VMT and engine starts (which are needed for emission calculations) are forecasted using a combination of output from MTC's travel demand forecasting model and base year (2000) VMT information provided by the ARB. For conformity purposes, MTC agreed to follow ARB's protocol for estimating VMT.

Refer to **Appendix C** for detailed travel modeling assumptions used in this conformity analysis.

Analysis Years

The analysis years for the budget and baseline year tests are to be a year within five years from the date the analysis is done, the last year of the RTP and intermediate years as necessary so that analysis years are not more than 10 years apart. For this conformity analysis,

[4] http://onebayarea.org/related-materials/Document-Archive.html

the analysis years are 2015, 2020, 2030 and 2035 for the 1997 and 2008 ozone and $PM_{2.5}$ standards. The attainment year for the 1997 ozone standard is the year 2007 and the attainment year for the 2008 ozone standard is 2015. The attainment year for the 2006 $PM_{2.5}$ standard is 2014. For CO, the analysis years are 2015, 2018, 2020, 2030 and 2040. Travel forecast data for year 2018 were interpolated between 2015 and 2020. MTC has prepared separate travel forecasts for the Bay Area for each of these years. These travel forecasts are then applied to calculate motor vehicle emissions.

Consultation Process

MTC has consulted on the preparation of this conformity analysis and other conformity related issues with the Bay Area's Air Quality Conformity Task Force. The Conformity Task Force is composed of representatives of U.S. EPA, ARB, FHWA, FTA, Caltrans, MTC, BAAQMD, ABAG, the nine county Congestion Management Agencies, and Bay Area transit operators. The Conformity Task Force reviews the assumptions going into the analysis, consults on TCM implementation issues, and reviews the results of the conformity analysis. The task force meetings are open to the public. Topics covered in past meetings of the Air Quality Conformity Task Force include the following:

December 2012

- $PM_{2.5}$ Project Conformity Interagency Consultations
- Transportation Air Quality Conformity Redetermination

January 2013

- $PM_{2.5}$ Project Conformity Interagency Consultations
- Transportation Air Quality Conformity Analysis for Transportation 2035 and 2011 TIP (Redetermination)
- Plan Bay Area Modeling Tools (with presentations)

February 2013

- $PM_{2.5}$ Project Conformity Interagency Consultations

Comparison of Motor Vehicle Emissions to Budgets

As explained earlier, motor vehicle emissions budgets are established in the SIP for VOCs, NO_x and carbon monoxide (CO). To make a positive conformity finding, the regional motor vehicle emissions must be equal to or less than these budgets. The results of the vehicle activity forecasts and motor vehicle emission calculations are shown below for each separate analysis year.

Ozone Motor Vehicle Emission Budgets

For VOC and NO_x, the motor vehicle emission budget also reflects anticipated emission reductions from five Transportation Control Measures (TCMs) incorporated in the 2001 Ozone Attainment Plan (Table 1).

TABLE 1
VOC AND NO_X EMISSIONS BUDGETS FROM 2001 OZONE ATTAINMENT PLAN (TONS/DAY)

VOC	
2006 On Road Motor Vehicle Emissions	168.5
2006 Mobile Source Control Measure Benefits	(4.0)
2006 TCM Benefits	(0.5)
2006 Emissions Budget	164.0
NO_X	
2006 On Road Motor Vehicle Emissions	271.0
2006 TCM Benefits	(0.7)
2006 Emissions Budget	270.3

TABLE 2
VEHICLE ACTIVITY FORECASTS

	2015	2020	2030	2040
VEHICLES IN USE	4,746,969	4,908,292	5,171,295	5,463,760
Daily VMT (1000s)	170,401	176,712	185,913	196,927
Daily Engine Starts	31,745,858	32,829,751	34,437,713	36,362,648

Carbon Monoxide Maintenance Plan Budget

The budget for carbon monoxide is derived from the 2004 Carbon Monoxide Maintenance Plan. The emission budget for the Bay Area is 1,850 tons per day. This budget applies to all subsequent analysis years as required by federal conformity regulation, including: any interim year conformity analyses, the 2018 horizon year, and years beyond 2018.

Comparison of Estimated Regional Motor Vehicle Emissions to the Ozone Precursor and CO Budgets

The motor vehicle activity forecasts for Plan Bay Area and the 2013 TIP for the various horizon years are converted to motor vehicle emission estimates by MTC using EMFAC2011.

Table 3A and 3B compares the results of the various analyses with the applicable budgets. The analyses indicate that the motor vehicle emissions are substantially below the budget, due in large part to the effects of cleaner vehicles in the California fleet and the enhanced Smog Check program now in effect in the Bay Area and reflected in the EMFAC model. With respect to the new Maintenance Plan motor vehicle emission budget for CO, Table 3B shows that calculated motor vehicle emissions will be well below the new budget of 1,850 tons per day in 2018 as well.

The estimated effectiveness of the various Transportation Control Measures, given their current implementation status is shown in Table 4. TCMs A through E are fully implemented. They have achieved the required cumulative total emission reductions of 0.5 tons per day of VOC and 0.7 tons per day of NO_x by 2006.

TABLE 3A
EMISSIONS BUDGET COMPARISONS FOR OZONE PRECUSORS (TONS/DAY)*

Year	VOC Budget**	On-Road Motor Vehicles VOC	TCMs***	Net Emissions
2015	164.0	62.35	(0.3)	62.05
2020	164.0	46.87	(0.3)	46.57
2030	164.0	37.56	(0.3)	37.26
2040	164.0	36.53	(0.3)	36.23

Year	NO_X Budget	On-Road Motor Vehicles NO_X	TCMs***	Net Emissions
2015	270.3	111.39	(0.5)	110.89
2020	270.3	74.60	(0.5)	74.10
2030	270.3	49.60	(0.5)	49.10
2040	270.3	48.51	(0.5)	48.01

* Emissions for summertime conditions
***2001 Ozone Attainment Plan*
***The transit services for TCM A Regional Express Bus Program were modeled. The emission benefits from TCM A are therefore included in the On-Road Motor Vehicles VOC and NOx emission inventories for 2006 and beyond.

TABLE 3B
EMISSIONS BUDGET COMPARISONS FOR CARBON MONOXIDE (TONS/DAY)*

Year	2004 CO Budget**	Estimated CO
2015	1,850	550.13
2018	1,850	445.07***
2020	1,850	375.03
2030	1,850	272.50
2040	1,850	266.47

*Emissions for wintertime conditions
***2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for 10 Federal Planning Areas*
***Estimated CO emissions for 2018 are extrapolated from the 2015 and 2020 analysis years.

TABLE 4
EMISSIONS REDUCTIONS FOR TRANSPORTATION CONTROL MEASURES (TCMS) A – E IN STATE IMPLEMENTATION PLAN THROUGH DECEMBER 2006 (TONS PER DAY)

TCM	VOC Emission Reductions through December 2006	NOx Emission Reductions through December 2006
TCM A Regional Express Bus Program	0.20	0.20
TCM B Bicycle/Pedestrian Program	0.04	0.03
TCM C Transportation for Livable Communities	0.08	0.12
TCM D Expansion of Freeway Service Patrol	0.10	0.25
TCM E Transit Access to Airports	0.09	0.13
Total Reductions	0.5	0.7

Baseline Year Emissions Test for $PM_{2.5}$

For the Baseline Year test, emissions for both directly emitted $PM_{2.5}$ and NOx (as the precursor to $PM_{2.5}$ emissions) were compared to the analysis years of 2015, 2020, 2030 and 2040. The analysis used inputs for the winter season, during which the Bay Area experiences its highest levels of $PM_{2.5}$ concentrations.

The motor vehicle activity forecasts for Plan Bay Area and the 2013 TIP for the planned transportation system scenarios across the various horizon years, the $PM_{2.5}$ baseline year (2008) and the $PM_{2.5}$ attainment year (2014) are shown in Table 5. These forecasts are converted to motor vehicle emission estimates by MTC using EMFAC2011.

Table 6 presents the results of the Baseline Year test for the $PM_{2.5}$ emissions and the NO_x precursor. The analyses indicate that the motor vehicle emissions are lower in the analysis years than in the Baseline Year. This is due in large part to the transportation investments included in the Plan and Program (such as transit services, express lanes, freeway operational

improvements, roadway improvements, etc.) and its responsiveness to growth in population and associated travel demand over the next 28 years.

TABLE 5
VEHICLE ACTIVITY FORECASTS FOR THE $PM_{2.5}$ BASELINE YEAR TEST

	2008 Baseline Year	2014 Attainment Year	2015	2020	2030	2040
Vehicles In Use	4,596,718	4,707,480	4,746,969	4,908,292	5,171,295	5,463,760
Daily VMT (1000s)	166,041	168,767	170,401	176,712	185,913	196,927
Engine Starts	30,816,234	31,485,254	31,745,858	32,829,751	34,437,713	36,362,648

TABLE 6
EMISSIONS COMPARISON FOR THE $PM_{2.5}$ BASELINE YEAR TEST *

	2008 Baseline Year	2014 Attainment Year	2015	2020	2030	2040
$PM_{2.5}$	7.64	5.51	5.26	5.04	5.30	5.64
NO_x	218.80	136.82	124.72	83.35	55.17	53.71

*Emissions for wintertime only

IV. TRANSPORTATION CONTROL MEASURES

History of Transportation Control Measures

Transportation control measures (TCMs) are strategies to reduce vehicle emissions. They include such strategies as improved transit service and transit coordination, ridesharing services and new carpool lanes, signal timing, freeway incident management, increased gas taxes and bridge tolls to encourage use of alternative modes, etc. The original set of TCMs plus the five most recent TCMs (A-E) have been fully implemented. The TCMs were added over successive revisions to the SIP (see Table 7). For more information on TCMs 1-28, which are completed, see the *Transportation Air Quality Conformity Analysis for the 2001 Regional Transportation Plan and FY 2001 Transportation Improvement Program Amendment 01-32 (February 2002)*. This report can be found in the MTC/ABAG Library.

- Twelve (12) ozone measures were originally listed in the 1982 Bay Area Air Quality Plan.

- In response to a 1990 lawsuit in the federal District Court, sixteen (16) additional TCMs were subsequently adopted by MTC in February 1990 as contingency measures to bring the region back on the "Reasonable Further Progress" (RFP) line. The Federal District order issued on May 11, 1992, found that these contingency TCMs were sufficient to bring the region back on the RFP track anticipated in the SIP. These measures became part of the SIP when U.S. EPA approved the 1994 Ozone Maintenance Plan.

- Two (2) transportation control measures from the 1982 Bay Area Air Quality Plan apply to Carbon Monoxide control strategies, for which the region is in attainment with the federal standard, and primarily targeted downtown San Jose (which had the most significant CO problem at that time.) MTC also adopted a set of TCM enhancements in November 1991 to eliminate a shortfall in regional carbon monoxide emissions identified in the District Court's April 19, 1991 order. Carbon monoxide standards have been achieved primarily through the use of oxygenated/reformulated fuels in cars and with improvements in the Smog Check program.

- As part of EPA's partial approval/partial disapproval of the 1999 Ozone Attainment Plan, four (4) TCMs were deleted from the ozone plan (but two of these remain in the Carbon Monoxide Maintenance Plan).

- Five (5) new Transportation Control Measures were adopted as part of the new 2001 1-Hour Ozone Attainment Plan and were fully funded in the 2001 TIP and 2001 Regional Transportation Plan.

With respect to TCM 2 from the 1982 SIP, there was a protracted debate, leading to a citizens lawsuit in federal court, about the obligations associated with this TCM. On April 6, 2004 MTC prevailed in the U.S. Court of Appeals for the Ninth Circuit which concluded that TCM 2 does not impose any additional enforceable obligation on MTC to increase ridership on public transit ridership by 15% over 1982-83 levels by November 2006 (Bayview Hunters Point Community Advocates v. Metropolitan Transportation Com'n, (2004 WL 728247, 4 Cal. Daily Op. Serv. 2919, 2004 Daily Journal D.A.R. 4209, 9th Cir.(Cal.), Apr 06, 2004)). Thus TCM 2 has been resolved, and there are no further implementation issues to address in this TCM.

TABLE 7
Transportation Control Measures (TCMs) in the State Implementation Plan

TCM	*Description*
Original TCMs from 1982 Bay Area Air Quality Plan	
TCM 1	Reaffirm Commitment to 28 percent Transit Ridership Increase Between 1978 and 1983
TCM 2	Support Post-1983 Improvements in the Operators' Five-Year Plans and, After Consultation with the Operators, Adopt Ridership Increase Target for the Period 1983 through 1987
TCM 3	Seek to Expand and Improve Public Transit Beyond Committed Levels
TCM 4	High Occupancy Vehicle (HOV) Lanes and Ramp Metering
TCM 5	Support RIDES Efforts
TCM 6*	Continue Efforts to Obtain Funding to Support Long Range Transit Improvements
TCM 7	Preferential Parking
TCM 8	Shared Use Park and Ride Lots
TCM 9	Expand Commute Alternatives Program
TCM 10	Information Program for Local Governments
TCM 11**	Gasoline Conservation Awareness Program (GasCAP)
TCM 12**	Santa Clara County Commuter Transportation Program
Contingency Plan TCMs Adopted by MTC in February 1990 (MTC Resolution 2131)	
TCM 13	Increase Bridge Tolls to $1.00 on All Bridges
TCM 14	Bay Bridge Surcharge of $1.00
TCM 15	Increase State Gas Tax by 9 Cents
TCM 16*	Implement MTC Resolution 1876, Revised — New Rail Starts
TCM 17	Continue Post-Earthquake Transit Services
TCM 18	Sacramento-Bay Area Amtrak Service
TCM 19	Upgrade Caltrain Service
TCM 20	Regional HOV System Plan
TCM 21	Regional Transit Coordination
TCM 22	Expand Regional Transit Connection Ticket Distribution
TCM 23	Employer Audits
TCM 24	Expand Signal Timing Program to New Cities
TCM 25	Maintain Existing Signal Timing Programs
TCM 26	Incident Management on Bay Area Freeways
TCM 27	Update MTC Guidance on Development of Local TSM Programs
TCM 28	Local Transportation Systems Management (TSM) Initiatives
New TCMs in 2001 Ozone Attainment Plan	
TCM A	Regional Express Bus Program
TCM B	Bicycle/Pedestrian Program
TCM C	Transportation for Livable Communities
TCM D	Expansion of Freeway Service Patrol
TCM E	Transit Access to Airports

*Deleted by EPA action from ozone plan
**Deleted by EPA action from ozone plan, but retained in Carbon Monoxide Maintenance Plan.

Source: Bay Area Air Quality Management District, Metropolitan Transportation Commission, 2001.

Status of Transportation Control Measures

TCMs A-E were approved into the SIP as part of EPA's Finding of Attainment for the San Francisco Bay Area (April 2004). The conformity analysis must demonstrate that TCMs are being implemented on schedule (40 CFR 93.113). TCMs A-E have specific implementation steps which are used to determine progress in advancing these TCMs (see Table 8). TCMs A-E are now fully implemented.

TABLE 8
IMPLEMENTATION STATUS OF FEDERAL TRANSPORTATION CONTROL MEASURES FOR OZONE (TCMS A – E)

#	TCM	Description	Ozone Attainment Plan Implementation Schedule	Implementation Status
A	Regional Express Bus Program	Program includes purchase of approximately 90 low emission buses to operate new or enhanced express bus services. Buses will meet all applicable ARB standards, and will include particulate traps or filters. MTC will approve $40 million in funding to various transit operators for bus acquisition. Program assumes transit operators can sustain service for a five year period. Actual emission reductions will be determined based on routes selected by MTC.	FY 2003. Complete once $40 million in funding pursuant to Government Code Section 14556.40 is approved by the California Transportation Commission and obligated by bus operators	$40 million for this program was allocated by the CTC in August 2001. The participating transit operators have ordered and received a total of 94 buses. All buses are currently in operations. TCM A is fully implemented.
B	Bicycle / Pedestrian Program	Fund high priority projects in countywide plans consistent with TDA funding availability. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be determined based on the projects funded.	FY 2004 – 2006. Complete once $15 million in TDA Article 3 is allocated by MTC.	MTC allocated over $20 million in TDA Article 3 funds during FY2004, FY2005, and FY2006. TCM B is fully implemented.

#	TCM	Description	Ozone Attainment Plan Implementation Schedule	Implementation Status
C	Transportation for Livable Communities (TLC)	Program provides planning grants, technical assistance, and capital grants to help cities and nonprofit agencies link transportation projects with community plans. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be based on the projects funded.	FY 2004 – 2006. Complete once $27 million in TLC grant funding is approved by MTC	In December 2003, the Commission reaffirmed its commitment of $27 million annually over 25 years for the TLC program as part of Phase 1 of the Transportation 2030 Plan. MTC and the county Congestion Management Agencies (CMAs) have approved over $27 million in TLC grant funding by FY 2006. In November 2004, MTC approved $500,000 for regional TLC Community Design Planning Program, and in December 2004, MTC approved $18.4 million in TLC funding for the regional TLC Capital program. As of December 2006, CMAs in Alameda, Marin and Sonoma counties approved an additional $12.4 million in their county-level TLC Capital programs for a regional total of $31.2 million. TCM C is fully implemented.
D	Additional Freeway Service Patrol	Operation of 55 lane miles of new roving tow truck patrols beyond routes which existed in 2000. TCM commitment would be satisfied by any combination for routes adding 55 miles. Tow trucks used in service are new vehicles meeting all applicable ARB standards.	FY 2001. Complete by maintaining increase in FSP mileage through December 2006	FSP continues to maintain the operation of the 55 lane miles of new roving tow truck coverage. This level of service was maintained through 2006. FSP continues to expand its service areas. TCM D is fully implemented.
E	Transit Access to Airports	Take credit for emission reductions from air passengers who use BART to SFO, as these reductions are not included in the Baseline.	BART – SFO service to start in FY 2003. Complete by maintaining service through December 2006	Service began June 2003. Service adjustments have been made since start of revenue service. The BART to SFO service has been maintained through 2006 and is continued. TCM E is fully implemented.

V. RESPONSE TO PUBLIC COMMENTS

Based on the two-year update schedule mandated by Caltrans, the Draft 2013 TIP and accompanying Transportation-Air Quality Conformity Analysis were released for public review and comment on June 22, 2012, with a public hearing held on July 11, 2012.

Several commenters noted the timing mismatch between the scheduled adoption of the 2013 TIP and the region's RTP, and Sustainable Communities Strategy (SCS) Plan Bay Area. In September 2012, MTC postponed the final adoption of the new TIP to more closely align with development and adoption of Plan Bay Area. Plan Bay Area is currently slated for adoption in July 2013. Therefore, MTC is currently developing the six-year 2013 TIP (FY2012-13 through FY2017-18), which includes both a financial constraint analysis and an air quality conformity analysis.

MTC's Programming and Allocations Committee released the Draft Conformity Analysis for a 30-day public review period from March 29, 2013 to May 3, 2013. Nine public hearings were held throughout the region on Plan Bay Area, including the Draft Conformity Analysis of the Plan and the 2013 TIP between April 8, 2013 and May 2, 2013.

MTC received the following comments on the draft conformity analysis released on March 29, 2013. MTC staff responses to those comments are as follows:

Comments to follow

VI. Conformity Findings

Based on the analysis, the following conformity findings are made:

- This conformity assessment was conducted consistent with U.S. EPA's transportation conformity regulations and with the Bay Area Air Quality Conformity Protocol adopted by MTC as Resolution No. 4076.

- Plan Bay Area and the 2013 Transportation Improvement Program provide for implementation of TCMs pursuant to the following federal regulation:

  (1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are given maximum priority to approval or funding to TCMs over other projects within their control, including projects in locations outside the non-attainment or maintenance area.

  (2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvements projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.

  (3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan. (40 CFR Part 93.113(c)).

- For the two ground-level ozone precursors (VOC and NO_x), motor vehicle emissions in Plan Bay Area and the 2013 Transportation Improvement Program are lower than the applicable motor vehicle emission budgets for the1997 and the 2008 national 8-hour ozone standards.

- For carbon monoxide, motor vehicle emissions in Plan Bay Area and the 2013 Transportation Improvement Program are lower than the transportation conformity budget in the SIP.

- For $PM_{2.5}$ and NO_x, the Baseline Year test shows that the motor vehicle emissions are lower under the Build scenario for the various analysis years when compared to the baseline year emissions scenario.

Appendix A
List of Projects in Plan Bay Area

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List of Projects in Plan Bay Area
(sorted by County, then by Reference Number)

County	Reference Number	Investment Type	Project Description	Complete and Operational By: 2020	2030	2040	2013 TIP	Regionally Significant
Bay Area Region/Multi-County	21011	New Commitment	Transportation for Livable Communitites (TLC) Program - Priority Development Area (PDA) Planning Grants: provide planning funds to support transit-oriented development in PDAs			Y		
Bay Area Region/Multi-County	21012	Committed	Golden Gate Bridge Seismic Retrofit	Y				
Bay Area Region/Multi-County	21013	Committed	State-Owned Toll Bridge Rehabilitation/Replacement/Retrofit			Y		
Bay Area Region/Multi-County	21017	New Commitment	Small transit operators in Alameda, Contra Costa, Marin, Napa, Solano and Sonoma counties - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y		
Bay Area Region/Multi-County	21320	Committed	Golden Gate Bridge Moveable Median Barrier: installation of a moveable median barrier on the Golden Gate Bridge to provide a physical separation between opposing directions of traffic			Y		
Bay Area Region/Multi-County	21342	Committed	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	Y				
Bay Area Region/Multi-County	21627	New Commitment	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours), Electrification (San Francisco to Tamien), and Communications-Based Overlay Signal System (CBOSS) and Positive Train Control System (PTC)	Y				Yes
Bay Area Region/Multi-County	22001	Committed	Implement Sonoma-Marin Area Rail Transit District (SMART) Commuter Rail and Multi-Use Pathway Project (Initial Operating Segment)	Y			Y	Yes
Bay Area Region/Multi-County	22002	Committed	Extend High Occupancy Vehicle (HOV) lane on northbound I-880 from existing terminus at Bay Bridge approach to the Maritime on-ramp to provide HOV access from Maritime to Bay Bridge toll plaza			Y		Yes
Bay Area Region/Multi-County	22006	Committed	Improve ferry facilities/equipment including the Downtown Ferry Terminal and procuring additional spare ferry vessels	Y			Y	
Bay Area Region/Multi-County	*22042*	New Commitment	Widen I-680 northbound for express lanes from Route 237 to Route 84 (includes ramp metering and auxiliary lanes; included under MTC Regional Express Lane Network RTPID #240741)	Y				Yes
Bay Area Region/Multi-County	22241	Committed	Fund Regional Measure 2 studies (Water Emergency Transportation Authority environmental studies, I-680/Pleasant Hill BART Connector Study)			Y		
Bay Area Region/Multi-County	22243	Committed	Fund Regional Measure 2 Express Bus North improvements (includes park-and-ride lots and rolling stock)			Y		
Bay Area Region/Multi-County	22244	Committed	Fund City CarShare			Y		
Bay Area Region/Multi-County	22245	Committed	Fund Safe Routes to Transit			Y		

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Bay Area Region/Multi-County	94683	Committed	SolTrans - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y		
Bay Area Region/Multi-County	*230088*	New Commitment	Extend I-880 northbound express lanes from north of Hacienda Avenue to Hegenberger Road (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	230221	Committed	Implement I-80 Integrated Corridor Mobility (ICM) project operations and management	Y			Y	
Bay Area Region/Multi-County	230222	Committed	Implement San Pablo Avenue SMART Corridors operations and management			Y		
Bay Area Region/Multi-County	230290	New Commitment	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 2 - Caltrain Downtown Extension)	Y				Yes
Bay Area Region/Multi-County	230336	Committed	Implement recommendations from MTC's Transit Connectivity Plan			Y		
Bay Area Region/Multi-County	230419	New Commitment	Implement the Freeway Performance Initiative (FPI), which includes freeway ITS infrastructure, arterial management, incident management, emergency prepardness, traveler information/511, and operations and maintenance of ITS infrastructure			Y		
Bay Area Region/Multi-County	230550	New Commitment	Climate Policy Initiatives: fund initiatives that reduce greenhouse has emissions from cars and light duty trucks		Y			
Bay Area Region/Multi-County	230581	Committed	San Francisco Ferry Berthing Improvements Program (Phase 1): improvements to existing ferry terminals and construction of new terminals to accommodate increases in ferry ridership	Y				
Bay Area Region/Multi-County	230612	Committed	Conduct environmental and design studies related to implementing new ferry services in Antioch and Martinez			Y		
Bay Area Region/Multi-County	230627	Committed	Implement upgrades to Route 12 (Jameson Canyon) between Napa and Solano Counties (includes grade realignment and full safety barrier)	Y			Y	
Bay Area Region/Multi-County	*230656*	Committed	Convert I-80 HOV lanes to express lanes from Route 4 to Bay Bridge bypass lane in each direction (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	*230657*	Committed	Convert I-80 HOV lanes to express lanes from Carquinez Bridge to Route 4 in each direction (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	*230658*	Committed	Widen I-80 in each direction for express lanes from Route 37 to Carquinez Bridge (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	*230659*	Committed	Widen I-80 in each direction for express lanes from Red Top Road to Route 37 (included under MTC Regional Express Lane Network RTPID #240741)			Y		Yes

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County	Reference Number	Investment Type	Project Description	Complete and Operational By: 2020	2030	2040	2013 TIP	Regionally Significant
Bay Area Region/Multi-County	*230660*	Committed	Convert I-80 HOV lanes to express lanes from Red Top Road to Air Base Parkway in each direction (included under MTC Regional Express Lane Network RTPID #240741)	Y				Yes
Bay Area Region/Multi-County	*230666*	Committed	Widen I-580 for eastbound and westbound express lanes from Greenville Road to San Joaquin County line (included under MTC Regional Express Lane Network RTPID #240741)			Y		Yes
Bay Area Region/Multi-County	*230668*	Committed	Convert I-880 HOV lanes to express lanes between Hengenberger Road and Route 237 southbound, and Hacienda Drive to 237 northbound (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	*230672*	Committed	Convert Route 92 westbound HOV lanes to express lanes from Hesperian Boulevard to San Mateo-Hayward Bridge toll plaza (included under MTC Regional Express Lane Network RTPID #240741)		Y			
Bay Area Region/Multi-County	*230673*	Committed	Convert Route 84 westbound HOV lanes to express lanes from I-880 to Dumbarton Bridge toll plaza (included under MTC Regional Express Lane Network RTPID #240741)		Y			
Bay Area Region/Multi-County	*230684*	Committed	Widen I-580/I-680 interchange in each direction for express lanes (included under MTC Regional Express Lane Network RTPID #240741)			Y		Yes
Bay Area Region/Multi-County	*230685*	Committed	Express Lanes on I-680: Widen I-680 northbound for express lane from Rudgear to North Main; Convert HOV lanes to express lanes between Benicia Bridge and Alcosta Boulevard in each direction (included under MTC Regional Express Lane Network RTPID #240741)	Y				Yes
Bay Area Region/Multi-County	*230686*	Committed	Widen I-680 in each direction for express lanes between Martinez Bridge to I-80 (included under MTC Regional Express Lane Network RTPID #240741)			Y		Yes
Bay Area Region/Multi-County	*230687*	Committed	Widen I-680/I-80 interchange in each direction for express lanes (included under MTC Regional Express Lane Network RTPID #240741)			Y		Yes
Bay Area Region/Multi-County	230712	Committed	Golden Gate Bridge Suicide Barrier - project development			Y		
Bay Area Region/Multi-County	230716	New Commitment	Implement Senior and Disabled Transportation Programs, including the New Freedom program			Y		
Bay Area Region/Multi-County	240019	Committed	Implement station improvements along the Caltrain corridor associated with planned transit-oriented development (includes parking, bus, shuttle and bicycle and pedestrian access improvements)		Y			
Bay Area Region/Multi-County	240031	Committed	Implement system-wide access improvements at Caltrain stations associated with increased service (includes parking, bus, shuttle and bicycle and pedestrian access improvements)		Y			
Bay Area Region/Multi-County	240048	Committed	Caltrain South Terminal Track Capacity Expansion, Phase II and III - project development	Y				
Bay Area Region/Multi-County	*240059*	Committed	Widen I-680 northbound for express lane from Route 84 to Alcosta Boulevard (included under MTC Regional Express Lane Network RTPID #240741)	Y				Yes

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Bay Area Region/Multi-County	*240061*	Committed	Widen I-680 southbound for express lane from Alcosta Boulevard to Route 84 (included under MTC Regional Express Lane Network RTPID #240741)	Y				Yes
Bay Area Region/Multi-County	240140	Committed	Implement Caltrain at-grade crossing improvements	Y				
Bay Area Region/Multi-County	*240581*	Committed	Widen I-80 in each direction for express lanes from Air Base Parkway to I-505 (included under MTC Regional Express Lane Network RTPID #240741)	Y				Yes
Bay Area Region/Multi-County	*240583*	Committed	Widen I-80 in each direction for express lanes from I-505 to Yolo County Line (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	*240587*	Committed	Widen I-680 northbound for express lanes from Marina Vista Avenue to North Main Street (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	*240588*	Committed	Widen I-680 southbound for express lanes from Marina Vista Avenue to Livorna Road (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	240727	Committed	Implement transportation improvements serving the Golden Gate National Recreation Area			Y		
Bay Area Region/Multi-County	240731	New Commitment	Priority Conservation Area (PCA) Program: provides funding to preserve open space and conservation areas			Y		
Bay Area Region/Multi-County	*240732*	New Commitment	Regional Express Lane Network Grant Funding (included under MTC Regional Express Lane Network RTPID #240741)			Y		
Bay Area Region/Multi-County	*240733*	Committed	Regional Express Lane Network Reserve: net revenue from the Network will be held in reserve (included under MTC Regional Express Lane Network RTPID #240741)			Y		
Bay Area Region/Multi-County	*240734*	Committed	Regional Express Lane Network Operations and Maintenance, Rehabilitation, and Financing Cost (included under MTC Regional Express Lane Network RTPID #240741)			Y		
Bay Area Region/Multi-County	240735	New Commitment	Transit Performance Initiative: fund supportive infrastructure to achieve performance improvements in major transit corridors			Y		
Bay Area Region/Multi-County	240736	New Commitment	Expand and enhance the SMART commuter rail system (Phase II) by constructing a one-station extension from San Rafael to Larkspur, constructing a one-station extension from North Santa Rosa to Windsor, implementing capacity improvements along the Initial Operating Segment (Sonoma County only), and completing the multi-use pathway from Larkspur to Cloverdale.			Y		Yes
Bay Area Region/Multi-County	240741	New Commitment	MTC Regional Express Lane Network			Y		Yes
Bay Area Region/Multi-County	240744	New Commitment	One Bay Area Grant (OBAG) - net of funds not assigned to county priorities			Y		

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Bay Area Region/Multi-County	240745	Committed	Maintain and preserve the investment in the State Highway System (SHS) and its supporting infrastructure (SHOPP)			Y		
Bay Area Region/Multi-County	240746	Committed	Highway Safety Improvement Program (HSIP)			Y		
Bay Area Region/Multi-County	240747	Committed	Safe Routes to Schools			Y		
Bay Area Region/Multi-County	240748	Committed	Maintain and preserve local bridges.			Y		
Bay Area Region/Multi-County	240749	New Commitment	Section 130 State Rail Program			Y		
Alameda	21093	Committed	Implement Route 92/Clawiter Road/Whitesell Street interchange improvements and local intersection improvements	Y			Y	
Alameda	21100	New Commitment	Modify I-580/Vasco Road interchange, includes widening I-580 overcrossing to provide 8 lanes and bike lanes/shoulders, constructing auxiliary lanes on I-580 between Vasco and First Street, widening Vasco Road to 8 lanes between Northfront Road and Las Positas Road		Y			Yes
Alameda	21103	New Commitment	Construct grade separation structure on Central Avenue at Union Pacific Railroad crossing	Y				
Alameda	21114	Committed	Construct grade separations on Washington Boulevard/Paseo Padre Parkway at the Union Pacific railroad tracks and proposed BART extension	Y			Y	
Alameda	21116	Committed	Widen I-580 for HOV and auxiliary lanes eastbound from Hacienda Road to Greenville Road and westbound from Greenville Road to Foothill Road	Y			Y	
Alameda	21123	New Commitment	Improve infrastructure at Union City Intermodal Station	Y			Y	
Alameda	21126	New Commitment	Construct Route 84 westbound HOV on-ramp from Newark Boulevard			Y		Yes
Alameda	21131	Committed	Build a BART Oakland Airport Connector between Coliseum BART station and Oakland International Airport	Y			Y	Yes
Alameda	21132	Committed	Extend BART from Fremont to Warm Springs	Y			Y	Yes
Alameda	21144	New Commitment	Reconfigure I-80/Gilman interchange, involves dual roundabout at interchange and bicycle/pedestrian improvements	Y				
Alameda	21451	Committed	Construct additional turn- and bus-loading lanes on Hesperian Boulevard and East 14th Street	Y			Y	
Alameda	21472	Committed	Improve I-680/Bernal Avenue interchange	Y			Y	
Alameda	21473	Committed	Construct a 4-lane arterial connecting Dublin Boulevard and North Canyons Parkway			Y		
Alameda	21475	New Commitment	Reconstruct I-580/First Street interchange			Y		
Alameda	21477	New Commitment	Reconstruct I-580/Greenville road interchange			Y		
Alameda	21484	New Commitment	Widen Kato Road from Warren Avenue to Milmont Drive	Y				Yes
Alameda	21489	New Commitment	Improve I-580/San Ramon Road/Foothill Road interchange, includes eliminating eastbound diagonal off-ramp and eastbound loop off-ramp and constructing new signalized intersection at off-ramp	Y			Y	
Alameda	22009	New Commitment	Expand Capitol Corridor intercity rail service from Oakland to San Jose - project development					
Alameda	22013	Committed	Construct I-580 eastbound truck climbing lane at the Altamont Summit	Y			Y	
Alameda	22062	New Commitment	Construct Irvington BART Station in Fremont		Y		Y	Yes
Alameda	22063	Committed	Improve Route 238 corridor near Foothill Boulevard/I-580 by removing parking during peak periods and spot widening	Y			Y	

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Alameda	22082	New Commitment	Implement Outer Harbor Intermodal Terminals project (includes 7th Street grade separation and roadway improvements)			Y		
Alameda	22100	Committed	Replace overcrossing structure at I-880/Davis Street interchange and add additional travel lanes on Davis Street (includes ramp, intersection and signal improvements)	Y			Y	
Alameda	22455	New Commitment	Implement AC Transit East Bay Bus Rapid Transit (BRT)	Y			Y	Yes
Alameda	22509	Committed	Provide ferry service between Alameda/Oakland and San Francisco, and between harbor Bay and San Francisco			Y		
Alameda	22664	New Commitment	Convert the I-580 westbound HOV lane to an express lane from Greenville Road to San Ramon Road/Foothill Road	Y			Y	Yes
Alameda	22670	Committed	Construct HOV lane for southbound I-880 from Hegenberger Road to Marina Boulevard (includes reconstructing bridges at Davis Street and Marina Boulevard)	Y			Y	
Alameda	22760	New Commitment	Construct Outer Harbor Intermodal Terminal (OHIT) on former Oakland Army Base at 7th Street/Maritime Street (includes expanded intermodal terminal for the Port, warehouses, and truck parking lot)			Y		
Alameda	22769	New Commitment	Improve northbound I-880 interchange at 23rd and 29th Avenue, involves improving on- and off-ramp geometrics, modifying local streets, and landscaping/soundwalls	Y				
Alameda	22776	New Commitment	Widen Route 84 from 2 lanes to 4 lanes from north of Pigeon Pass to Stanley Boulevard and from 2lanes to 6 lanes from Stanley Boulevard to Jack London Boulevard		Y		Y	Yes
Alameda	22779	New Commitment	Improve Route 262/I-880 interchange (Phase 2), which involves grade separation at Warren Avenue/Union Pacific Rail Road	Y			Y	Yes
Alameda	22780	New Commitment	Implement AC Transit Grand-MacArthur Bus Rapid Transit (BRT)	Y				Yes
Alameda	22990	Committed	Widen Route 262 from I-880 to Warm Springs Boulevard (includes reconstructing Route 262/I-880 and Route 262/Kato Road interchanges) and reconstruct Union Pacific Railroad underpasses	Y			Y	
Alameda	94012	Committed	Implement the Union City BART station transit-oriented development project, including construction of pedestrian grade separations under the BART and Union Pacific Railroad tracks and reconfiguring existing station to provide multimodal loop road (Phase 1)			Y		
Alameda	94506	New Commitment	Construct an east-west connector between I-880 and Route 238/Mission Boulevard (includes improvements to roadways and intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238/Mission Boulevard)	Y			Y	Yes
Alameda	98207	New Commitment	Construct Bus Rapid Transit facility from Alameda Naval Station to 12th Street BART station, improve freeway weaving at I-880/I-980 interchange, construct new on-ramp at Market Street/6th Street and off-ramp at Martin Luther King Way/5th Street, improve operations at Posey and Webster Tubes, construct park and ride on Mariner Square Drive near Posey Tube entrance, add Intelligent Transportation Systems (ITS) elements on Webster Street, Ralph Appezatto Memorial Parkway, 6th Street, 5th Street, Broadway, Harrison Street, and 7th Street (Phase 1)	Y				Yes
Alameda	230052	Committed	Construct auxiliary lanes on I-880 near Winton Avenue in Hayward			Y		
Alameda	230054	Committed	Construct auxiliary lanes on I-880 between Whipple Road and Industrial Parkway West	Y				
Alameda	230066	Committed	Improve I-880/Marina Boulevard interchange (includes on-and off-ramp improvements, overcrossing modification and street improvements)	Y			Y	
Alameda	230083	Committed	Tri-Valley Transit Access: acquire right-of-way along I-580 from Hacienda Drive to the Greenville Road interchange to accommodate rail transit			Y		
Alameda	230091	Committed	Install traffic monitoring systems, signal priority and coordination, ramp metering, and HOV bypass lanes in the I-880, I-238 and I-580 corridors	Y				
Alameda	230101	New Commitment	Implement Union City Passenger Rail Station and Dumbarton Rail Segment G improvement; and Union City BART Phase 2/Passenger Rail Station			Y		Yes
Alameda	230103	New Commitment	Construct grade separation over Decoto Road in the Decoto neighborhood	Y				

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Alameda	230110	New Commitment	Improvement Route 262 Mission Boulevard cross connector, includes widen Mission Boulevard to 3 lanes in each direction throughout I-680 interchange, extend westbound right turn lane from Warm Springs to Mohave, extend westbound left turn lanes at Warm Springs, rebuild northbound and southbound I-680 on and off ramps	Y			Y	Yes
Alameda	230114	New Commitment	Widen Auto Mall Parkway from 4-lanes to 6-lanes between I-680 and I-880	Y			Y	Yes
Alameda	230132	New Commitment	Improve I-580/Isabel/Route 84 interchange, includes providing 6-lanes over I-580 at Isabel/Route 84 interchange and 4-lanes over I-580 at Portola flyover		Y			Yes
Alameda	230157	Committed	Construct a 2-lane gap closure on Las Positas Road from Arroyo Vista to west of Vasco Road	Y			Y	
Alameda	230170	New Commitment	Improve 42nd Avenue and High Street, includes extending and aligning 42nd Avenue with Alameda Avenue to create road parallel to High Street, widening High Street between Oakport Street and Coliseum Way, realigning E. 8th Street near Alameda Avenue, and modifying traffic signals and other intersection improvements	Y			Y	
Alameda	230171	Committed	Improve Route 24/Caldecott Tunnel including bicycle and transit access and soundwall improvements	Y				
Alameda	240003	New Commitment	Construct I-80 bicycle-pedestrian bridge between 65th Street and Frontage Road	Y			Y	
Alameda	240014	New Commitment	Construct WETA operations and maintenance facility in Alameda	Y			Y	
Alameda	240015	Committed	Construct a new interchange at Route 92/Whitesell Street and extend Whitesell Street to Clawiter Road (includes new on-ramp from southbound Clawiter Road to Route 92 westbound on a bridge over the Route 92 westbound off ramp to Whitesell Street)			Y		
Alameda	240018	New Commitment	Implement commuter service between Peninsula and East Bay (includes implementation of Phase 1 service as determined by on-going environmental work, railroad right-of-way acquisition, and environmental only for rail improvements)	Y			Y	Yes
Alameda	240024	New Commitment	Implement Oakland Army Base infrastructure improvements (includes reconstructing Maritime Street, realigning Burma Road and Wake Avenue)	Y			Y	
Alameda	240025	Committed	Reconstruct interchange at I-880/Industrial Parkway to provide a northbound off-ramp and a southbound HOV bypass lane on the southbound loop off-ramp (includes reconstruction of bridge over I-880)			Y		
Alameda	240037	New Commitment	Reconstruct I-880/West Winton Avenue interchange, involves reconfiguring eastbound to southbound on ramp and new connection to Southland Mall Drive	Y				
Alameda	240038	New Commitment	Widen Doughery Road from 4-lanes to 6-lanes between Sierra Lane and North City Limit	Y			Y	Yes
Alameda	240047	New Commitment	Reconstruct I-880/A Street interchange, includes widening of A Street from 5 lanes to 6 lanes underneath overpass, adding additional freeway lane in each direction, modifying intersection and signal			Y		
Alameda	240050	Committed	Convert I-580 eastbound HOV lane to express lanes from Hacienda Road to Greenville Road	Y			Y	
Alameda	240051	New Commitment	Widen Union City Boulevard from 2-lanes to 3-lanes between Whipple Road and Industrial Parkway	Y			Y	Yes
Alameda	240052	New Commitment	Improve I-880/Whipple Road interchange, includes northbound off-ramp, surface street improvements and realignment between Union City and Hayward city limits	Y				
Alameda	240055	New Commitment	Construct underpass on Tennyson Road between Whitman Avenue and Huntwood Avenue	Y			Y	
Alameda	240062	New Commitment	Construct improvements for the Route 84/I-680 interchange, widen Route 84 from Pigeon Pass to I-680, and construct auxiliary lanes on I-680 between Andrade and Route 84	Y				Yes
Alameda	240065	Committed	Widen Route 92/Industrial Boulevard Interchange (includes striping improvements on Industrial Boulevard to accommodate the existing lane)			Y		
Alameda	240076	Committed	Construct auxiliary lanes on I-580 eastbound between Isabel Avenue and North Livermore Avenue, and North Livermore Avenue and First Street (includes widening the Arroyo Las Positas Bridge at two locations and providing additional improvements to accommodate future express lanes)	Y			Y	
Alameda	240077	New Commitment	Implement Rapid Bus Service from Alameda Point to Fruitvale BART station	Y				

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Alameda	240094	Committed	Implement Crow Canyon Road Safety Improvements Project (includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Crow Canyon Road between E. Castro Valley Blvd. and the Alameda / Contra Costa county line)			Y		
Alameda	240100	New Commitment	Replace Park Street Bridge between Park Street in Alameda and 29th Avenue in Oakland			Y		
Alameda	240101	New Commitment	Replace Fruitvale Bridge between Tilden Way in Alameda and Fruitvale Avenue in Oakland (includes widening for travel lanes)			Y		
Alameda	240139	New Commitment	Widen the Stoneridge Drive overcrossing at I-680	Y				Yes
Alameda	240175	New Commitment	Construct second bridge on Bernal Bridge for bicycle and pedestrian access	Y				
Alameda	240179	New Commitment	Construct Downtown Berkeley Transit Center	Y				
Alameda	240180	New Commitment	Implement BART Metro/Bay Fair connection			Y		Yes
Alameda	240196	New Commitment	Extend BART from the Dublin/Pleasanton Station to Livermore - project development (funds for study, construction reserve)			Y		
Alameda	240197	Committed	Implement Berkeley Pedestrian Master Plan	Y				
Alameda	240200	Committed	Extend Stoneridge Drive from Trevor Parkway to El Charro Road and construct six traffic signals	Y			Y	
Alameda	240202	New Commitment	Improve Route 13/Ashby Avenue corridor with traffic, bicycle, and pedestrian safety measures	Y				
Alameda	240206	Committed	Implement Berkeley Bicycle Plan	Y				
Alameda	240207	New Commitment	Extend Bay Trail by 1.3 miles from West Frontage Road to Berkeley Marina	Y				
Alameda	240208	New Commitment	Improve highway-rail grade crossings at four crossings in Fremont	Y			Y	
Alameda	240226	New Commitment	Construct access improvements to Berkeley Ferry Terminal		Y			
Alameda	240227	New Commitment	Extend Bay Trail in Oakland, inlcuding bicycle/pedestrian bridge over Lake Merritt Channel and bicycle/pedestrian access around Oakland Estuary			Y		
Alameda	240250	New Commitment	Widen Dublin Boulevard from 4-lanes to 6-lanes between Sierra Court and Dublin Court	Y			Y	Yes
Alameda	240254	New Commitment	Widen Greenville Road from 2-lanes to 4-lanes between I-580 and Patterson Pass Road	Y				Yes
Alameda	240261	New Commitment	Extend and widen Scarlett Drive from Dougherty Road to Dublin Boulevard and relocate Iron Horse Trail along Scarlett Drive in Dublin	Y			Y	
Alameda	240263	New Commitment	Modify Route 84/Peralta Boulevard (includes widening Peralta Boulevard from 1-lane to 2-lanes and a bike lane in each direction between Fremont Boulevard Mowry Avenue, and widening Mowry Avenue from 1-lane to 2-lanes and a bike lane in each direction between Thane Street and Mission Boulevard)	Y				Yes
Alameda	240264	New Commitment	Widen Fremont Boulevard to 6-lanes and 2-bike lanes from Grimmer Boulevard to I-880	Y				Yes
Alameda	240272	New Commitment	Widen Thornton Avenue from 2-lanes to 4-lanes between Gateway Boulevard and Hickory Street			Y		Yes
Alameda	240274	Committed	Union Pacific Railroad (UPRR) Capital Access Fee to operate Altamont Commuter Express (ACE) trains			Y		
Alameda	240281	Committed	Construct bicycle and pedestrian facilities from Fremont BART Station to Fremont Midown	Y				
Alameda	240295	Committed	Install security cameras at the Alameda and San Joaquin County ACE stations			Y		
Alameda	240297	Committed	Interoperable Communications Equipment for ACE			Y		
Alameda	240304	New Commitment	Extend platforms at ACE Stations in Alameda County and San Joaquin County			Y		
Alameda	240318	New Commitment	Reconstruct the Ashby Avenue Interchange on I-80	Y				
Alameda	240324	New Commitment	Retrofit Miller Sweeney Bridge between Tilden Way and Fruitvale Avenue, includes bike lanes, median and sidewalks			Y		
Alameda	240347	New Commitment	Construct new segments and close existing gaps along Iron Horse Trail, East Bay Greenway, and Bay Trail		Y			
Alameda	240350	New Commitment	Implement pedestrian safety improvements on Marin Avenue			Y		
Alameda	240372	New Commitment	Implement College Avenue/Broadway Corridor (Route 51) Improvements - Transit Priority Measures	Y				
Alameda	240381	New Commitment	Implement Alameda County's Bicycle and Pedestrian program (includes pedestrian infrastructure, support facilities, maintenance, and education/promotion programs)			Y		

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Alameda	240382	New Commitment	Implement Alameda County's Transit Enhancements, Expansion, Safety and Operations and Maintenance Program, including Paratransit			Y		
Alameda	240386	New Commitment	Local streets and roads operations and maintenance			Y		
Alameda	240388	New Commitment	Implement highway and freeway safety improvements (includes interchange improvements, ramp metering, and soundwalls)			Y		
Alameda	240389	New Commitment	Implement Alameda County's Bridge Improvements Program			Y		
Alameda	240391	New Commitment	Support TODs/PDAs through multi-modal improvements and CEQA mitigation			Y		
Alameda	240392	New Commitment	Implement promotion/outreach/education/planning studies about taking transit, biking, walking, and multi-modal access (includes Safe Routes to School program)			Y		
Alameda	240393	New Commitment	Implements Alameda County's Transportation Demand Management (TDM) and Parking Management program (includes Guaranteed Ride Home, Safe Routes to School, Safe Routes to Transit, Travel Choice, Travel Training, Walk/Bike Promotions, and parking cash out)			Y		
Alameda	240394	New Commitment	Implement Alameda County's Goods Movement Program (includes improvements for goods movement by truck and coordinated with rail and air)			Y		
Alameda	240395	New Commitment	Improve Priority Development Areas (PDAs) with non-transportation infrastructure (includes sewer and storm water upgrades)			Y		
Alameda	240396	New Commitment	Implement Alameda County's Environmental Mitigation Program			Y		
Alameda	240397	New Commitment	Implement Alameda County's Transportation Technology and Revenue Enhancement Program			Y		
Alameda	240562	Committed	Upgrade Clawiter Road/Route 92 interchange (includes new ramps and an over-crossing for the Whitesell Street extension and ramp intersection signalization)	Y				Yes
Alameda	240683	Committed	Expand Alamo Canal Trail from Dublin to Pleasanton	Y			Y	
Alameda	240716	New Commitment	Construct bicycle and pedestrian bridge on Tennyson Road from Nuestro Parquecito to South Hayward BART station			Y		
Alameda	240717	New Commitment	Rehabilitate Solano Avenue (includes resurfacing and beautification)			Y		
Alameda	240718	New Commitment	Implement streetscape improvements on San Pablo Avenue (includes medians and rain gardens)			Y		
Alameda	240726	New Commitment	Implement project development phases for transportation projects in Alameda County, includes wide-range of highway, arterial, transit, and bicycle/pedestrian improvements			Y		
Contra Costa	21134	New Commitment	Construct enhancements of the San Pablo Rapid service, including real-time passenger information, queue jump lanes, buses and on-board equipment, and passenger amenities	Y				Yes
Contra Costa	21205	New Commitment	Improve I-680/Route 4 interchange (includes connecting northbound I-680 to westbound State Route 4, connecting eastbound State Route 4 to southbound I-680, and widening SR4 between Morello and SR242)	Y				Yes
Contra Costa	21206	Committed	Implement landscaping for Caldecott Tunnel 4th Bore	Y				
Contra Costa	21208	New Commitment	Implement improvements to Richmond Parkway Transit Center	Y			Y	
Contra Costa	21210	Committed	Construct Capitol Corridor train station in Hercules	Y			Y	Yes
Contra Costa	21211	Committed	Extend BART/East Contra Costa Rail (eBART) eastward from the Pittsburg/Bay Point BART station into eastern Contra Costa County		Y		Y	Yes
Contra Costa	21214	Committed	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	Y			Y	
Contra Costa	21225	New Commitment	Regional and local pedestrian and bicycle improvements, including overcrossing locations to be determined			Y		
Contra Costa	22122	New Commitment	Provide ferry service from Richmond to San Francisco	Y			Y	Yes
Contra Costa	22350	New Commitment	Improve I-680/Route 4 interchange Phases 4 and 5 (includes connecting soutbound I-680 to eastbound State Route 4, connecting westbound State Route 4 to northbound I-680, and constructing HOV flyover ramps from westbound State Route 4 to I-680 southbound from I-680 northbound to eastbound State Route 4)	Y				Yes
Contra Costa	22351	Committed	Construct an HOV lane on I-680 nortbound between North Main Street and Route 242 (See Bay Area Region/Multi-County Project #240587)	Y				

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Contra Costa	22352	New Commitment	Construct Direct Access Ramps along I-680 in the vicinity of Norris Canyon Road	Y				Yes
Contra Costa	22353	New Commitment	Construct an HOV lane on I-680 southbound between North Main Street and Livorna (See Bay Area Region/Multi-County Project #240588)	Y				
Contra Costa	22355	New Commitment	Modify I-80/Central Avenue interchange, includes connecting Pierce Street to San Mateo Street and relocating traffic signal to San Mateo/Central Avenue intersection	Y				
Contra Costa	22360	New Commitment	Reconstruct I-80/San Pablo Dam Road interchange, includes relocating of westbound El Portal on-ramp to the full Interchange northwards, providing access to McBryde Avenue through a new connector road from San Pablo Dam Road interchange, and replacing Riverside Avenue pedestrian overcrossing	Y				
Contra Costa	22388	New Commitment	Construct on- and off-ramp for State Route 242 at Clayton Road	Y				Yes
Contra Costa	22390	New Commitment	Reonstruct State Route 4/Willow Pass Road ramps in Concord	Y				
Contra Costa	22400	New Commitment	Conduct environmental and design studies to create a new alignment for SR239 and develop corridor improvements from Brentwood to Tracy - project development			Y		
Contra Costa	22402	Committed	Implement the San Ramon School Bus Program, and continue the Lamorinda School Bus Program			Y		
Contra Costa	22602	New Commitment	Construct auxiliary lane on I-680 in both directions between Sycamore Valley Road in Danville to Crow Canyon Road in San Ramon	Y			Y	Yes
Contra Costa	22604	New Commitment	Improve safety and operations of Vasco Road from Brentwood to Alameda County line - Phase 2 (includes potential realignment)			Y		
Contra Costa	22607	Committed	Widen and extend major streets, and improve interchanges in east Contra Costa County			Y		
Contra Costa	22609	Committed	Widen and extend major streets, and improve interchanges in central Contra Costa County		Y			
Contra Costa	22610	Committed	Widen and extend major streets, and improve interchanges in west Contra Costa County			Y		
Contra Costa	22611	Committed	Implement a low-income student bus pass program in west Contra Costa County			Y		
Contra Costa	22613	Committed	Widen and extend major streets, and improve interchanges in southwest Contra Costa County (includes widening Camino Tassajara to 4 lanes between Danville and Windemere Parkway, and to 6 lanes from Windemere Parkway to Alameda County line)			Y		
Contra Costa	22614	New Commitment	Construct Martinez Intermodal Station (Phase 3), which includes additional 425 spaces and auto/pedestrain bridge			Y		
Contra Costa	22637	Committed	Construct BART crossover at Pleasant Hill BART station	Y			Y	
Contra Costa	94046	Committed	Improve interchanges and parallel arterials to Route 4			Y		
Contra Costa	94048	Committed	Improve interchanges and parallel arterials to I-80	Y				
Contra Costa	94532	Committed	Implement the Gateway Lamorinda Traffic Program (includes carpool lot in Lafayette, structural and safety improvements on Moraga Road, intersection realignments, turn lanes, pedestrian accommodation and signal coordination)			Y		
Contra Costa	98115	Committed	Widen Ygnacio Valley/Kirker Pass Roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	Y				
Contra Costa	98126	Committed	Improve interchanges and arterials parallel to I-680 and Route 24			Y		
Contra Costa	98133	Committed	Widen Pacheco Boulevard from 2 lanes to 4 lanes between Blum Road to Arthur Road		Y			Yes
Contra Costa	98134	Committed	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line			Y		
Contra Costa	98194	Committed	Extend Commerce Avenue to Waterworld Parkway, including construction of vehicular bridge over Pine Creek, installation of trails and a pedestrian bridge connecting Willow Pass Road to Concord Avenue/Route 242 interchange	Y			Y	
Contra Costa	98196	New Commitment	Construct an eastbound auxiliary lane on Route 24 between Gateway Boulevard and Brookwood Road/Moraga Way		Y			Yes
Contra Costa	98198	New Commitment	Improve safety and operations on Vasco Road in Contra Costa and Alameda counties	Y				
Contra Costa	98222	Committed	Construct freeway-to-freeway direct connectors between Route 4 Bypass and Route 160	Y				
Contra Costa	98999	Committed	Widen Route 4 from Somersville Road to Route 160 including improvements to interchanges	Y			Y	
Contra Costa	230084	Committed	Construct a railroad grade separation at the Richmond Waterfront on the Marina Bay Parkway	Y			Y	

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Contra Costa	230123	New Commitment	Expand exist WestCAT maintenance facility to store addiitonal transit vehicles	Y			Y	
Contra Costa	230127	New Commitment	Construct new WestCat satellite maintenance/administration facility		Y			
Contra Costa	230129	Committed	Expand WestCAT service, including purchase of vehicles			Y		
Contra Costa	230131	New Commitment	Provide expanded express bus service to Pinole and Hercules Ferry			Y		
Contra Costa	230185	New Commitment	Establish Express Bus Service and eBART support network	Y			Y	
Contra Costa	230196	New Commitment	Transit Preferential Measures (TPM)s to improve bus speed and passenger safety, includes signal priority, passenger amenities, improved bus loading areas, and rider information	Y				
Contra Costa	230202	Committed	Widen Route 4 Bypass from 2 to 4 Lanes from Laurel Road to Sand Creek Road	Y				
Contra Costa	230203	Committed	Construct Route 4 Bypass interchange at Sand Creek Road	Y				
Contra Costa	230205	Committed	Widen Route 4 Bypass from 2 to 4 lanes from Sand Creek Road to Balfour Road	Y				
Contra Costa	230206	Committed	Construct Route 4 Bypass interchange at Balfour Road (Phase 1)	Y			Y	
Contra Costa	230212	Committed	Improve Clayton Road/Treat Boulevard intersection and increase capacity (includes upgrading traffic signal and geometric improvements)	Y			Y	
Contra Costa	230216	New Commitment	Construct a two-lane bridge over Walnut Creek connecting Waterworld Parkway with Meridan Park Boulevard		Y			
Contra Costa	230218	New Commitment	Conduct planning, engineering, environmental studies, and construct transportation improvements at the El Cerrito Del Norte BART station's Transit Oriented Development (TOD) project	Y				
Contra Costa	230232	New Commitment	Improve State Route 4/Phillips Lane interchange to provide diamond configuration connecting Route 4 to an extension of Phillips Lane from Oakley Road	Y				
Contra Costa	230233	New Commitment	Extend James Donlon Boulevard to Kirker Pass Road by constructing a new 2-lane expressway	Y				Yes
Contra Costa	230236	Committed	Widen Pittsburg-Antioch Highway from 2 lanes to 4 lanes	Y				
Contra Costa	230237	New Commitment	Extend West Leland Road and construct a new 4-lane arterial road with raised median, bike lanes and sidewalks from San Marco Boulevard to Willow Pass Road	Y				Yes
Contra Costa	230238	Committed	Widen California Avenue from 2 lanes to 4 lanes with 2 left-turn lanes	Y				
Contra Costa	230239	Committed	Widen and improve Buskirk Avenue between Monument Boulevard and Hookston Road to provide 2 through lanes in each direction (includes road realignment, new traffic signals and bicycle/pedestrian streetscape improvements)	Y			Y	
Contra Costa	230240	New Commitment	Improve Contra Costa Boulevard from Boyd Road and 2nd Avenue, includes intersection geometry modificatins, new traffic signals, bike lane, sidewalks, bus shelters and landscaping	Y				
Contra Costa	230247	New Commitment	Widen Lone Tree Way to 6-lanes from O'Hara Avenue to Brentwood Boulevard	Y				Yes
Contra Costa	230249	New Commitment	Construct grade sepration underpass at Lone Tree Way and Union Pacifc Railroad	Y			Y	
Contra Costa	230250	Committed	Widen Brentwood Boulevard from 2 lanes to 4 lanes between marsh Creek and Delta Road	Y			Y	
Contra Costa	230253	Committed	Rplace the old 2-lane Fitzuren Road with a new 4-lane divided arterial (includes shoulders, bicycle lanes, a park-and-ride lot and sidewalks)	Y				
Contra Costa	230274	Committed	Widen Main Street to 6 lanes from Route 160 to Big Break Road	Y				
Contra Costa	230288	Committed	Widen Empire Avenue from 2-lanes to 4-lanes between Lone Tree Way and Union Pacific Railroad right-of-way/Antioch city limits	Y				
Contra Costa	230289	New Commitment	Create Main Street Downtown Bypass by constructing new roadway between Vintage Parkway and 2nd Street	Y				Yes
Contra Costa	230291	New Commitment	Construct northbound truck climbing lane from Clearbrook Drive in Concord to crest of Kirker Pass Road, includes 12-foot dedicated truck climbing lane, bike lane and 8-foot paved shoulder	Y				
Contra Costa	230293	Committed	Provide transportation improvements on the east side of the Richmond BART station to accommodate redevelopment for a transit village			Y		
Contra Costa	230306	New Commitment	Improve safety on Alhambra Avenue by adding second southbound lane from Walnut Avenue to south side of State Route 4, includes signal modifications			Y		
Contra Costa	230307	New Commitment	Widen Camino Tassajara Road from 2 lanes to 4 lanes from Windemere Parkway to County line, includes 8-foot paved shoulders and bike lanes in both directions	Y				Yes

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Contra Costa	230308	New Commitment	Realign and improve safety and operations on Alhambra Valley Road	Y			Y	
Contra Costa	230309	New Commitment	Provide rolling stock, infrastructure and information-technology for bus-rapit transit service in select corridors in Contra Costa County	Y			Y	Yes
Contra Costa	230318	New Commitment	Extend North Richmond truck route from Market Avenue to Parr Boulevard, involves two lanes, shoulders on both sides and sidewalk on west side		Y			
Contra Costa	230321	New Commitment	Construct Hercules Intermodal Station (Phase 2, 3 and 4), includes improvements to railraod tracks, construction of a platform and pedestrian bridge to platform, building station structure and plaza, building Ferry Station building, extending John Muir Parkway to 2-lanes in each direction, providing trail connections and adding 226 surface parking spaces	Y				
Contra Costa	230397	New Commitment	Improve infrastructure to support WestCat service area, includes park and ride lots, signal prioritization, queue jump lanes and freeway drop ramps	Y				
Contra Costa	230505	Committed	East Side Improvements at the Richmond Intermodal Station	Y			Y	
Contra Costa	230535	Committed	Realign Curves along Marsh Creek Road to improve safety and operations	Y				
Contra Costa	230538	Committed	Widen Bailey Road lanes and shoulders		Y			
Contra Costa	230542	Committed	Close a bicycle/pedestrian gap at San Pablo Avenue bridge in Pinole by upgrading the existing bridge or constructing a new dedicated bicycle/pedestrian bridge	Y			Y	
Contra Costa	230596	Committed	Construct a six bay transit hub on Pacheco Boulevard (includes park-and-ride spaces, landscaping, lighting and passenger amenities on Blum Road at the I-680/Route 4 interchange)	Y			Y	
Contra Costa	230597	Committed	Implement I-80 Integrated Corridor Mobility Project (includes the installation/upgrade of corridor management elements along the I-80 corridor (Phase 1) and along parallel and connecting arterials (Phase 2) to allow sharing of real-time traveler information among public agencies and the public)	Y			Y	
Contra Costa	230613	New Commitment	Provide ferry service between Hercules and San Francisco	Y			Y	Yes
Contra Costa	230631	Committed	Double the existing rail track between Oakley and Port Chicago	Y			Y	
Contra Costa	230693	New Commitment	Local streets and roads operations and maintenance			Y		
Contra Costa	240074	New Commitment	Improve BART Station capacity, including additional vertical circulation and faregates, platform widening, trainscreens and doors and pad area expansion (initial phase)			Y		
Contra Costa	240167	New Commitment	Widen Brentwood Boulevard from 2 lanes to 4 lanes from Lone Tree Way and the north city limit, includes bike lanes, median islands, curb gutter, sidewalk, street lights and landscaping			Y		Yes
Contra Costa	240333	New Commitment	Replace CCCTA existing diesel trollery fleet with electric trolleys and necessary infrastructure	Y			Y	
Contra Costa	240355	New Commitment	Add an eastbound mixed-flow lane on Route 4 from the lane drop 1,500 feet west of Port Chicago Highway to east of Willow Pass Road (west) on-ramp	Y				Yes
Contra Costa	240364	Committed	Implement paratransit programs			Y		
Contra Costa	240365	Committed	Implement Transportation for Livable Communitites/streetscape projects			Y		
Contra Costa	240367	Committed	Implement Contra Costa County's Safe Routes to Schools program			Y		
Contra Costa	240457	New Commitment	Construct improvements at the Walnut Creek BART transit-oriented development, inlcudes additional parking station access, capacity, safety and operational improvements		Y			
Contra Costa	240459	New Commitment	Construct bicycle/pedestrain overcrossings for Route 4 Bypass	Y			Y	
Contra Costa	240584	New Commitment	Add a westbound mixed-flow lane from east of Willow Pass Road (West) to the lane-add west of Willow Pass Road (West)	Y				Yes
Contra Costa	240624	Committed	Implement I-80 Integrated Corridor Mobility (ICM) Project Operations and Management - Local Portion - Maintenance	Y			Y	
Contra Costa	240625	New Commitment	Construct eBART station in the Route 4 median at Railroad Avenue	Y				
Contra Costa	240629	New Commitment	Widen Bolinger Canyon Road from Alcosta to San Ramon Valley Boulevard	Y			Y	Yes
Contra Costa	240637	New Commitment	Enhance streetscape on 23rd Street in Richmond to encourage bicycle and pedestrian use	Y				
Contra Costa	240640	New Commitment	Make landside improvements for Richmond ferry service, inlcudes expanded parking	Y			Y	
Contra Costa	240641	New Commitment	Construct eastbound HOV lane on I-80 from Cummings Skyway to Carquinez Bridge (See Bay Area Region/Multi-County Project #230657)		Y			

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Contra Costa	240649	New Commitment	Add 450 space parking structure to serve Hercules Rail Station and the Ferry Terminal		Y			
Contra Costa	240656	New Commitment	Widen bridge at Church Lane over San Pablo Creek	Y				
Contra Costa	240706	New Commitment	Purchase rolling stock for enhanced AC Transit service	Y			Y	
Contra Costa	240707	New Commitment	Implement Computer Aided Dispatch Upgrades for AC Transit			Y		
Contra Costa	240708	New Commitment	Close gaps and develop three major trails in Alameda County, includes Iron Horse, Bay Trail, and East Bay Greenway Project)	Y				
Contra Costa	240725	New Commitment	Rehabilitate transit vehicles			Y		
Contra Costa	240738	Committed	Martinez Rail Corridor Improvements			Y		
Marin	21306	New Commitment	Improve interchange at U.S. 101/Lucas Valley Road - project development	Y				
Marin	21325	New Commitment	Improve U.S. 101 Greenbrae/Twin Cities Corridor (includes modifying access ramps, new bus stops, improving transit stops and facilities, and adding pedestrian/bicycle facilities)	Y				
Marin	98154	Committed	Implement Marin Sonoma Narrows Stage 1 (Marin County)	Y				
Marin	98179	New Commitment	Improve U.S. 101/Tiburon Boulevard interchange - project development	Y				
Marin	230105	New Commitment	Replace Pacific Way Bridge	Y			Y	
Marin	230252	New Commitment	Improve local transit frequencies and service spans in Marin County			Y		
Marin	230422	New Commitment	Install traffic signal and modify roadway at the intersection of Anderson Drive/East Sir Francis Drake Boulevard			Y		
Marin	240005	New Commitment	Implement local air quality and climate protection strategies countywide			Y		
Marin	240034	New Commitment	Construct Golden Gate Multi-modal transfer facility at Larkspur Ferry Terminal			Y		
Marin	240039	New Commitment	Widen Novato Boulevard between Diablo Avenue and Grant Avenue			Y		Yes
Marin	240041	New Commitment	Improve Downtown Novato Transit Facility	Y			Y	
Marin	240043	New Commitment	Expand Marin Transit's Automated Vehicle Location (AVL) and real time system			Y		
Marin	240044	New Commitment	Construct multi-modal transit hubs/green mobility hubs	Y			Y	
Marin	240045	New Commitment	Enhance facilities for Muir Woods Shuttle and West Marin Stagecoach	Y			Y	
Marin	240078	New Commitment	Implement new technologies to manage transit systems			Y		
Marin	240456	New Commitment	Improve the intersection at Sir Francis Drake Boulevard/Red Hill Avenue/Center Boulevard (known as "The Hub") - project development			Y		
Marin	240552	New Commitment	Construct multi-use pathway connecting Calpark tunnel and the Ferry Teriminal in Larkspur	Y			Y	
Marin	240644	New Commitment	Implement senior mobility program countywide (includes free transit passes for seniors, safe routes, subsidized rides and volunteer ride program)			Y		
Marin	240660	New Commitment	Improve local arterials parallel to U.S. 101 and I-580			Y		
Marin	240662	New Commitment	Implementation of Station Area Plans in anticipation of SMART			Y		
Marin	240678	New Commitment	Implement bicycle and pedestrian improvements countywide including Safe Routes to School elements			Y		
Marin	240691	New Commitment	Marin Sonoma Narrows HOV Lane and corridor improvements			Y		Yes
Marin	240712	New Commitment	Implement regional planning policies			Y		
Marin	240713	New Commitment	Evaluate multi-modal options including trolley, Ross Valley to San Rafael			Y		
Marin	240714	New Commitment	Local streets and roads operations and maintenance			Y		
Marin	240715	New Commitment	Implement One Bay Area Grant Pilot Priority Conservation Area improvements			Y		
Marin	240723	New Commitment	Transit operations and maintenance			Y		
Marin	240724	New Commitment	Transit Capital			Y		
Marin	240729	New Commitment	U.S. 101 Gap Closure - San Rafael			Y		
Napa	22417	New Commitment	Implement Napa County's Safe Routes to School program	Y				
Napa	22744	New Commitment	Improve traffic signalization countywide	Y				
Napa	22746	New Commitment	Construct round-a-bouts between California Blvd and Freeway Drive on First Street	Y				
Napa	94073	New Commitment	Construct new southbound Route 221 to southbound Route 29 flyover, including auxiliary lane to Route 12/Route 29			Y		

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Napa	94075	New Commitment	Construct interchange at intersection of Route 12/Route 29/Airport Road	Y				
Napa	230378	New Commitment	Construct curb cuts and accessiblity improvements in St. Helena	Y				
Napa	230381	New Commitment	Improve signalization along Main Street from Sulpher Springs to Mills Lane in St. Helena	Y				
Napa	230392	New Commitment	Extend Devlin Road from Airport Boulevard to Green Island Road	Y				
Napa	230508	New Commitment	Construct corridor improvements in Yountville	Y			Y	
Napa	230510	New Commitment	Construct Madison Ave. bypass to Route 29 in Yountville		Y			Yes
Napa	230518	New Commitment	Improve intersection at Petrified Forest Road/Route 128	Y				
Napa	230695	New Commitment	Local streets and roads operations and maintenance			Y		
Napa	240057	New Commitment	Construct corridor improvements along Route 29			Y		
Napa	240082	New Commitment	Reconfigure northbound Route 29 off-ramp at Lincoln Avenue			Y		
Napa	240083	New Commitment	Construct a bicycle and pedestrian undercrossing along Napa Creek	Y				
Napa	240085	New Commitment	Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road/East Avenue	Y				
Napa	240123	New Commitment	Rehabilitate Green Island Road	Y				
Napa	240136	New Commitment	Widen intersection at Napa Junction Road/Route 29	Y				
Napa	240152	New Commitment	Implement lighted crosswalks at five intersections in St. Helena	Y				
Napa	240612	New Commitment	Build out countywide primary bicycle network			Y		
Napa	240617	New Commitment	Create new road and transit configuration on Route 29 through American Canyon with connectivity to the Vallejo Ferry, including BRT, potential HOV, and other roadway innovations	Y				
San Francisco	21510	Committed	Extend the Third Street light Rail line from north of King Street to Clay Street in Chinatown via a new Central Subway, including the purchase of light-rail vehicles	Y				Yes
San Francisco	21549	New Commitment	Implement Bayview Transportation Improvements	Y				
San Francisco	22415	New Commitment	Extend historic streetcar service from Fort Mason along Fisherman's Wharf to Caltrain Station	Y			Y	Yes
San Francisco	22512	Committed	Provide capital improvements to support ferry service between Treasure Island to San Francisco	Y				Yes
San Francisco	98593	New Commitment	Implement Sfgo Integrated Transportation Management System		Y			
San Francisco	230161	New Commitment	Implement Bus Rapid Transit (BRT) on Van Ness Avenue from Mission Street to Lombard Street	Y				Yes
San Francisco	230164	New Commitment	Implement Bus Rapid Transit (BRT) on Geary Boulevard from Van Ness Avenue to 33rd Avenue	Y				Yes
San Francisco	230490	New Commitment	Re-build and widen Harney Way to 8-lanes		Y			Yes
San Francisco	230555	Committed	Reconstruct ramps on the east side of the San Francisco-Oakland Bay Bridge's Yerba Buena Island tunnel	Y				
San Francisco	240147	New Commitment	Implement Southeast Waterfront Transportation Improvements - Phase 1		Y			Yes
San Francisco	240155	New Commitment	Implement Better Market Street - Transportation Elements	Y				Yes
San Francisco	240158	New Commitment	Implement EN TRIPS Circulation & Streetscape Improvement Projects - Phase 1 Transportation Improvements without Transit Effectiveness Project Recommended	Y				
San Francisco	240163	New Commitment	Implement Hunters Point Shipyard and Candlestick Point Local Roads Phase 1		Y			
San Francisco	240171	New Commitment	Implement San Francisco's Transit Effectiveness Project (TEP)	Y				Yes
San Francisco	240182	New Commitment	Implement BART Metro Program in San Francisco			Y		Yes
San Francisco	240259	New Commitment	Construct Mission Bay Loop	Y			Y	
San Francisco	240309	New Commitment	Expand SFMTA transit fleet	Y				
San Francisco	240328	New Commitment	Implement Geneva Transit Preferential Streets (TPS) improvements on Geneva Avenue from Ocean Avenue to Prague (includes BRT on Geneva Avenue from Prague to U.S. 101 interchange)	Y				Yes
San Francisco	240334	New Commitment	Construct Southern Intermodal Terminal and extend MUNI T-Line from Bayshore/Sunnydale to Caltrain Bayshore Station		Y			Yes
San Francisco	240344	New Commitment	Expand Sfpark	Y				
San Francisco	240349	New Commitment	Widen I-280/Mariposa off-ramp	Y			Y	Yes
San Francisco	240358	New Commitment	Implement Mission Bay New Roadway Network	Y				
San Francisco	240370	New Commitment	Implement HOPE SF Street Grid Phase 1		Y			

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County	Reference Number	Investment Type	Project Description	Complete and Operational By: 2020	2030	2040	2013 TIP	Regionally Significant
San Francisco	240399	Committed	Implement Parkmerced Street Network (includes a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops)			Y		
San Francisco	240400	Committed	Implement Treasure Island/Yerba Buena Island Street Network (includes a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops)			Y		
San Francisco	240415	New Commitment	Establish new ferry terminal at Mission Bay 16th Street	Y			Y	
San Francisco	240471	New Commitment	Implement transit enhancements (including ADA compliance, directional signage, real-time arrival information, mobility and access improvements, passenger shelters, bus bulbs, informational kiosks, and other passenger amenities			Y		
San Francisco	240474	New Commitment	Implement San Francisco's Local Air Quality and Climate Protection strategies			Y		
San Francisco	240476	New Commitment	Plan for and expand parking management measures (includes demand based/variable pricing system for auto parking and parking cash out)			Y		
San Francisco	240483	New Commitment	Enhance highways in San Francisco (includes signs and landscaping)			Y		
San Francisco	240486	New Commitment	Expand bicycle and pedestrian facilities			Y		
San Francisco	240487	Committed	Rehabilitate Fort Mason and Presidio Ferry Piers	Y				
San Francisco	240488	New Commitment	Enhance bicycle and pedestrian facilities			Y		
San Francisco	240490	New Commitment	Local streets and roads operations and maintenance			Y		
San Francisco	240493	New Commitment	Implement safety improvements on local roads			Y		
San Francisco	240523	New Commitment	Implement HOV Lanes on U.S. 101 in San Francisco - Planning, Preliminary Engineering, and Envrionmental	Y			Y	
San Francisco	240525	New Commitment	Construct HOV Ramp on I-280 and 6th Street - Planning, Preliminary Engineering, and Envrionmental	Y			Y	
San Francisco	240526	New Commitment	Transit Performance Initiative: Implement improvements to improve transit efficiency and performance at key intersections or choke points	Y				Yes
San Francisco	240533	New Commitment	Rehabilitate bicycle and pedestrian facilities			Y		
San Francisco	240534	New Commitment	Rehabilitate local bridges			Y		
San Francisco	240536	New Commitment	Implement Transit Management Systems in San Francisco (includes fare management, transit GPS tracking systems)			Y		
San Francisco	240537	New Commitment	Install transit safety and security improvements			Y		
San Francisco	240541	New Commitment	Maintain transit operations			Y		
San Francisco	240542	New Commitment	Manage freeways and expressways in San Francisco (includes non-ITS elements, performance monitoring, and corridor studies)			Y		
San Francisco	240543	New Commitment	Modify local road intersections (includes safety upgrades, signalization, and realignment)			Y		
San Francisco	240544	New Commitment	Implement San Francisco's Lifeline Transportation program			Y		
San Francisco	240545	Committed	Extend light rail corridor into Parkmerced development project, add three new light rail stations and facilities, and add tail track and operator support facilities		Y	Y		Yes
San Francisco	240546	Committed	Construct Treasure Island Bus Terminal Facility	Y				
San Francisco	240551	New Commitment	Implement Road Diets for Bike Plan (includes conversion of traffic lanes for bicycle network improvements)	Y			Y	
San Francisco	240557	New Commitment	Oakdale Caltrain Station - Planning, Preliminary Engineering, and Envrionmental	Y				Yes
San Francisco	240666	New Commitment	Conduct local planning studies and outreach			Y		
San Francisco	240681	New Commitment	Implement Transportation Demand Management (TDM) measures			Y		
San Francisco	240728	New Commitment	Implement San Francisco congestion pricing programs (includes Treasure Island Congestion Pricing and cordon pricing)			Y		
San Francisco	240730	Committed	San Francisco Pricing Program: Mobility Improvements (includes transit-capital and maintenance improvements)			Y		
San Mateo	21602	New Commitment	Reconstruct U.S. 101/Broadway interchange	Y				

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San Mateo	21603	New Commitment	Improve U.S. 101/Woodside Road interchange		Y			
San Mateo	21604	New Commitment	Add northbound and southbound modified auxiliary lanes on U.S. 101 from Oyster Point to San Francisco County line	Y				Yes
San Mateo	21606	New Commitment	Reconstruct U.S. 101/Willow Road interchange	Y				
San Mateo	21607	Committed	Modify University Avenue overcrossing of U.S. 101 to improve operational efficiency and safety (includes widening of overcrossing, constructing new southbound off-ramp and auziliary lane, and adding bicycle lanes)	Y			Y	
San Mateo	21608	Committed	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	Y				
San Mateo	21609	New Commitment	Improve local access at I-280/I-380 from Sneath Lane and San Bruno Avenue to I-380			Y		
San Mateo	21612	New Commitment	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101, includes flyovers, interchange improvements, and conversion of Willow Road between Route 84 and U.S. 101 to expressway		Y			Yes
San Mateo	21613	New Commitment	Widen Route 92 between San Mateo-Hayward Bridge to I-280, includes uphill passing lane from U.S. 101 to I-280		Y			Yes
San Mateo	21615	New Commitment	Modify and reconstruct I-280/Route 1 interchange in northbound and southbound directions, including braided ramps		Y			
San Mateo	21624	New Commitment	Implement incentive program to support transit-oriented development			Y		
San Mateo	21892	New Commitment	Widen Woodside Road from 4-lanes to 6-lanes from El Camino to Broadway, includes adding shoulders			Y		Yes
San Mateo	21893	New Commitment	Widen Route 92 between Half Moon Bay city limits and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders			Y		
San Mateo	22120	New Commitment	Provide ferry service from Redwood City to San Francisco	Y			Y	Yes
San Mateo	22226	New Commitment	Create intermodal transit center at the Caltrain Bayshore Station, includes cross platform transfers with 3rd Street light-rail at Caltrain Bayshore station and bus rapid transit and bus connections	Y				Yes
San Mateo	22227	New Commitment	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange	Y				Yes
San Mateo	22229	Committed	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)		Y			Yes
San Mateo	22230	New Commitment	Add auxiliary lane in each direction on I-280 between Westborough and Hickey Boulevard		Y			Yes
San Mateo	22232	Committed	Construct streetscape improvements on Mission Street (Route 82) from John Daly Boulevard to San Pedro Road			Y		
San Mateo	22261	New Commitment	Replace San Pedro Creek Bridge on Route 1	Y			Y	
San Mateo	22268	New Commitment	Provide connecting shuttle service between Caltrain stations and major activity centers			Y		Yes
San Mateo	22271	New Commitment	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane		Y			Yes
San Mateo	22274	New Commitment	Install an Intelligent Transportation System (ITS) and a Traffic Operation System countywide			Y		
San Mateo	22279	New Commitment	Constrruct new itnerchange at U.S. 101/Produce Avenue			Y		
San Mateo	22282	New Commitment	Improve operations at U.S. 101 near Route 92		Y			
San Mateo	22726	Committed	Implement ferry service between South San Francisco and Alameda/Oakland	Y			Y	Yes
San Mateo	22751	New Commitment	Improve safety on Route 1, including adding protected left and right turn lanes at Route 1, adding through lanes on Route 1 at signalized intersections, and constructing new pedestrian/bicycle path	Y			Y	
San Mateo	22756	New Commitment	Reconstruct U.S. 101/Candlestick Point interchange to full all-directional interchange	Y				
San Mateo	94644	New Commitment	Construct a westbound slow vehicle lane on Route 92 between Route 35 and I-280		Y			Yes
San Mateo	98204	New Commitment	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	Y				Yes
San Mateo	230417	Committed	Modify U.S. 101/Holly Street interchange (includes widening eastbound to northbound loop to 2 lanes and eliminating northbound to westbound loop)	Y				
San Mateo	230428	Committed	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road			Y		

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San Mateo	230430	New Commitment	Implement bicycle/pedestrian enhancements in San Mateo County			Y		
San Mateo	230434	New Commitment	Implement local circulation improvements and traffic management programs countywide			Y		
San Mateo	230592	Committed	Improve streetscape and traffic calming along Bay Road, and construct new northern access connection between Demeter Street and University Avenue	Y			Y	
San Mateo	230697	New Commitment	Local streets and roads operations and maintenance			Y		
San Mateo	230704	Committed	Make Route 92 operational improvements to Chess Drive on- and off-ramps	Y			Y	
San Mateo	240026	New Commitment	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real from Palo Alto to Daly City	Y				
San Mateo	240027	Committed	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real from Palo Alto to Daly City	Y			Y	Yes
San Mateo	240028	New Commitment	Make incremental increase in SamTrans paratransit service			Y		
San Mateo	240060	New Commitment	Modify existing lanes on U.S. 101 from Whipple to County line to accommodate HOV/T lane		Y			
San Mateo	240064	New Commitment	Implement grade separations at select locations in San Mateo County			Y		
San Mateo	240067	Committed	Widen overcrossing at Manor Drive over Route 1 to improve safety (includes installing traffic signals at both end of the overcrossing and new on-ramp for northbound Route 1 at Milagra Drive)			Y		Yes
San Mateo	240084	New Commitment	Implement San Mateo County's Safe Routes to Schools Program			Y		
San Mateo	240086	New Commitment	Implement San Mateo County's Transportation for Livable Communities Program			Y		
San Mateo	240087	New Commitment	Implement non-capacity increasing local road Intersection modifications and channelization countywide			Y		
San Mateo	240114	Committed	Implement operational and safety improvements on Route 1 between Half Moon Bay and Pacifica (includes acceleration lanes, deceleration lanes, turn lanes, bike lanes and enhanced crossings)			Y		
San Mateo	240115	Committed	Extend California Drive north to the intersection of Victoria Avenue and El Camino Real in Millbrae	Y				Yes
San Mateo	240133	Committed	Widen Millbrae Avenue between Rollins Road and U.S. 101 soutbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	Y				
San Mateo	240142	Committed	Implement intersection and signalization improvements at the Callan Boulevard/Serramonte Boulevard and Lake Merced Boulevard/Southgate Avenue intersections			Y		
San Mateo	240143	Committed	Construct new multi-purpose pedestrian/bicycle overcrossing across U.S. 101, north of and adjacent to existing Millbrae Avenue Bridge across U.S. 101	Y				
San Mateo	240160	New Commitment	Construct southbound on- and off-ramps to U.S. 101 at Peninsula Avenue to add on and off ramps from southbound U.S. 101			Y		Yes
San Mateo	240161	New Commitment	Provide overcrossing at I-280/John Daly Boulevard		Y			Yes
San Mateo	240169	Committed	Implement adaptive signal system between I-280 and Santa Cruz Avenue	Y			Y	
San Mateo	240174	Committed	Implement signal interconnect between signals on Willow Road from Middlefield Avenue to Bay Road	Y			Y	Yes
San Mateo	240176	Committed	Widen Triton Drive between Foster City Boulevard and Pilgrim Drive	Y			Y	
San Mateo	240346	New Commitment	Implement Redwood City Street Car			Y		
San Mateo	240511	New Commitment	Implement Transportation Environmental Enhancements countywide			Y		
San Mateo	240590	New Commitment	Implement a complete streets design for Mission Street/El Camino Real as part of Grand Boulevard Initiative			Y		
Santa Clara	21702	New Commitment	Improve interchange at U.S. 101/Buena Vista Avenue		Y			
Santa Clara	21704	New Commitment	Improve I-280 downtown access between 3rd Street and 7th Street		Y			
Santa Clara	21714	New Commitment	Widen U.S. 101 from Monterey Street to Route 129 - project development	Y			Y	Yes
Santa Clara	21722	New Commitment	Improve interchange at U.S. 101 southbound Trimble Road/De la Cruz Boulevard/Central Expressway		Y			
Santa Clara	21754	New Commitment	Implement Valley Transportation Authority (VTA) soundwall program			Y		
Santa Clara	21760	New Commitment	Double-track segments of the Caltrain line between San Jose and Gilroy		Y			
Santa Clara	21785	New Commitment	Widen interchange at U.S. 101/Blossom Hill Road	Y				Yes

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Santa Clara	21786	New Commitment	Widen interchange at U.S. 101/Hellyer Avenue		Y			
Santa Clara	21787	Committed	Expand the Palo Alto Caltrain Station and Bus Transit Center		Y			
Santa Clara	21790	Committed	Provide Santa Clara Valley Transportation Authority's (VTA) share of funds for additional train sets, passenger facilities and service upgrades for the ACE service from San Joaquin and Alameda counties			Y		
Santa Clara	21922	New Commitment	Implement Mineta San Jose International Airport APM connector			Y		Yes
Santa Clara	22010	New Commitment	Construct second exit lane on I-280 to Foothill Expressway	Y				Yes
Santa Clara	22118	New Commitment	Exten Hill Road from East Main Avenue to Peet Avenue		Y			Yes
Santa Clara	22134	Committed	Construct a lane on southbound U.S. 101 using the existing median from south of Story Road to Yerba Buena Road; modify the U.S. 101/Tully road interchange to a partial cloverleaf			Y		
Santa Clara	22156	New Commitment	Improve connector ramp at Route 85 northbound to Route 237 eastbound (includes widening off-ramp from Route 85 to Route 237 eastbound, constructing auxiliary lane on Route 237 eastbound between Route 85 on-ramp to Middlefield Road; constructing off-ramp on Route 237 eastbound between Route 85 and Dana Street)	Y				Yes
Santa Clara	22164	New Commitment	Construct Route 237 westbound on-ramp from Middlefield Road to Route 237 westbound	Y				
Santa Clara	22175	New Commitment	Widen Almaden Expressway from Coleman Avenue to Blossom Hill Road		Y			Yes
Santa Clara	22179	New Commitment	Widen Central Expressway from 4-lanes to 6-lanes between Lawrence Expressway and San Tomas Expressway		Y			Yes
Santa Clara	22180	New Commitment	Construct auxiliary lanes on Central Expressway between Lawrence Expressway and Mary Avenue	Y				
Santa Clara	22186	New Commitment	Widen San Tomas Expressway to 8-lanes between Route 82 to Williams Road		Y			Yes
Santa Clara	22246	Committed	Implement bicycle and pedestrian improvements on Blossom Hill Road	Y			Y	
Santa Clara	22809	New Commitment	Realign intersection at DeWitt Avenue/Sunnyside Avenue	Y				
Santa Clara	22811	New Commitment	Improve railroad crossing at Church Avenue/Monterey Highway (includes adjusting grade)	Y			Y	
Santa Clara	22814	New Commitment	Extend deceleration lane on Foothill Expressway	Y				
Santa Clara	22822	New Commitment	Implement expressway traffic information and advisory systems (includes installation of electronic information changeable message signs, advisory radio, cable TV feeds and web page to provide real time traffic information)	Y				
Santa Clara	22829	New Commitment	Improve intersection at Fitzgerald Avenue (includes construction of a left-turn lane to Fitzerald Avenue and bike lanes and sidewalks)	Y			Y	
Santa Clara	22839	Committed	Convert the HOV lane on Central Expressway between Sam Tomas and De La Cruz to a general purpose lane	Y			Y	
Santa Clara	22843	New Commitment	Widen Lawrence Expressway from Moorpark Avenue/Bollinger Road to south of Calvert Drive		Y			Yes
Santa Clara	22845	New Commitment	Construct auxiliary lane on southbound U.S. 101 from Ellis Street to eastbound Route 237	Y				Yes
Santa Clara	22854	New Commitment	Improve interchange at Oregon-Page Mill/I-280	Y			Y	
Santa Clara	22873	New Commitment	Improve circulation on Foothill Expressway and widen Loyola Bridge	Y				
Santa Clara	22878	New Commitment	Realign Wildwood Avenue to connect with Lawrence Expressway (includes new traffic signal at Lawrence Expressway/Wildwood Avenue intersection)	Y				
Santa Clara	22883	New Commitment	Close median and right-in-and-out access on Lawrence Expressway at De Soto Avenue, Golden State Drive, Granada Avenue, Lillick Drive, Buckley Street, and St. Lawrence/Lawrence Station on-ramp	Y				
Santa Clara	22895	New Commitment	Implement operational interchange improvements at San Tomas Expressway/Route 17		Y			
Santa Clara	22910	New Commitment	Implement Intelligent Transportation System (ITS) facilities on the Santa Teresa Boulevard-Hale Avenue corridor between Day Road and Castro Valley Road	Y				
Santa Clara	22932	New Commitment	Add turn lane on Watsonville Road Center	Y			Y	
Santa Clara	22944	Committed	Widen I-880 for HOV lanes in both directions from Route 237 in Milpitas to U.S. 101 in San Jose	Y			Y	
Santa Clara	22956	New Commitment	Extend Capitol Expressway light rail to Eastridge Transit Center - Phase II	Y				Yes
Santa Clara	22965	New Commitment	Improve interchange at U.S. 101/Mabury Road/Taylor Street		Y			
Santa Clara	22979	New Commitment	Improve interchange at U.S. 101/Zanker Road/Skyport Drive/Fourth Street		Y			

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Santa Clara	98119	Committed	Extend ligh-rail transit from Winchester Station to Route 85 (Vasona Junction)	Y				Yes
Santa Clara	230200	New Commitment	Extend Autumn Parkway from Julian Street to San Carlos Street and implement improvements from St. John Street to Park Avenue	Y				
Santa Clara	230201	New Commitment	Widen Coleman Avenue from 4-lanes to 6-lanes between I-880 and Taylor Street	Y			Y	Yes
Santa Clara	230210	New Commitment	Rehabilitate San Tomas Expressway Box Culvert	Y			Y	
Santa Clara	230234	New Commitment	Realign Marcella Avenue		Y			
Santa Clara	230235	New Commitment	Extend Center Avenue to Marcella Avenue (includes constructing a bridge over Llagas Creek)		Y			Yes
Santa Clara	230242	New Commitment	Implement Capitol Expressway Traffic Operations System (TOS)	Y				
Santa Clara	230246	New Commitment	Improve intersection at Lawrence Expressway/Prospect Road (includes providing a second left turn lane from Prospect Road eastbound to Lawrence Expressway northbound and modify existing traffic signals)	Y				
Santa Clara	230251	New Commitment	Implement Expressway TOS infrastructure improvements		Y			
Santa Clara	230255	New Commitment	Implement signal improvements on Santa Teresa Boulevard and San Martin Avenue	Y				
Santa Clara	230262	New Commitment	Improve interchange at Montague Expressway/U.S. 101	Y			Y	
Santa Clara	230265	New Commitment	Improve grade intersection at Montague Expressway/Mission College Boulevard		Y			
Santa Clara	230266	New Commitment	Implement traffic signal improvements on Santa Teresa Boulevard and Tilton Avenue	Y				
Santa Clara	230267	Committed	Widen Montague Expressway to 8-lanes for HOV lanes between Lick Mill and Trade Zone boulevards and on Guadalupe River Bridge and Penitencia Creek Road	Y			Y	
Santa Clara	230269	Committed	Construct a new interchange at Trimble Road and Montague Expressway	Y			Y	
Santa Clara	230273	New Commitment	Widen Montague Expressway between Trade Zone and I-680	Y				Yes
Santa Clara	230284	Committed	Montague Expressway & McCarthy/O'Toole Interchange Improvements		Y			
Santa Clara	230286	New Commitment	Implement bicycle and pedestrian improvements on Lawrence Expressway/Doyle Road	Y			Y	
Santa Clara	230292	New Commitment	Implement Expressway and Cross Street signal coordiation	Y				
Santa Clara	230294	Committed	Conduct environmental and design studies to widen and create new alignment for Route 152 (from Route 156 to U.S. 101)	Y				
Santa Clara	230332	New Commitment	Construct grade separation at Rengstroff Avenue	Y				
Santa Clara	230356	Committed	Construct interchange at Lawrence Expressway and Arques Avenue		Y			
Santa Clara	230363	Committed	Construct interchange at I-880 and Montague Expressway (includes improvements to Montague Expressway)	Y				
Santa Clara	230370	New Commitment	Improve interchange at I-680/Montague Expressway	Y				
Santa Clara	230385	New Commitment	Implement Palo Alto Street Smarts program	Y			Y	
Santa Clara	230407	New Commitment	Widen off-ramp at southbound Route 17/Hamilton Avenue	Y				Yes
Santa Clara	230410	New Commitment	Construct auxiliary lane on southbound U.S. 101 from Great America Parkway to Lawrence Expressway	Y				Yes
Santa Clara	230411	New Commitment	Construct auxiliary lane on eastbound Route 237 from Mathilda Avenue to Fair Oaks Avenue	Y				Yes
Santa Clara	230425	New Commitment	Improve interchange at Route 87/Capitol Expressway/Narvaez Avenue	Y				
Santa Clara	230445	New Commitment	Implement capacity increasing improvements at the intersection of Great America Parkway/Mission College Boulevard	Y				
Santa Clara	230449	Committed	Extend Charcot Avenue over I-880 as a new 2-lane roadway with bicycle and pedestrian improvements to connect to North San Jose employment center	Y				Yes
Santa Clara	230452	New Commitment	Implement couplet converstion projects in downtown San Jose (includes converting one-way couplets to two-way, reducing lanes, and adding bike lanes along 10th Street/11th Street, Almaden Avenue/Vine Street, and 2nd Street/3rd Street)	Y				
Santa Clara	230456	Committed	Widen Zanker Road from 4-lanes to 6-lanes	Y				
Santa Clara	230457	New Commitment	Widen Oakland Road from 4-lanes to 6-lanes between U.S. 101 and Montague Expressway	Y				Yes
Santa Clara	230466	New Commitment	Construct Caltrain grade separation at Branham Lane	Y				
Santa Clara	230471	Committed	Widen intersections and improve sidewalks throughout the city of Sunnyvale	Y				

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Santa Clara	230492	New Commitment	Improve interchange at U.S. 101/Old Oakland Road	Y				
Santa Clara	230531	Committed	Construct auxiliary lanes on U.S. 101 in Mountain View and Palo Alto, from Route 85 to Embarcadero Road	Y			Y	
Santa Clara	230532	Committed	Improve interchange at Route 237/North 1st Street	Y				
Santa Clara	230539	New Commitment	Implement Sunnyvale Downtown Specific Plan Transportation Improvements (includes intersection and streetscape enhancements, bikeways, signal improvements, and roadway reconfiguration)	Y				
Santa Clara	230574	Committed	Improve the Route 85/Cottle Road interchange	Y				
Santa Clara	230580	New Commitment	Improve interchange at Route 237/El Camino Real/Grant Road	Y				
Santa Clara	230637	New Commitment	Rehabilitate San Carlos Street Bridge	Y				
Santa Clara	230638	New Commitment	Construct Caltrain grade separation at Skyway	Y				
Santa Clara	230641	Committed	Implement bicycle and pedestrian improvements in North San Jose	Y				
Santa Clara	230642	New Commitment	Implement improvements on Bird Avenue pedestrian corridor	Y				
Santa Clara	230643	New Commitment	Implement improvements on Neiman Pedestrian Overcrossing	Y				
Santa Clara	230644	Committed	Implement miscellaneous intersection improvements in North San Jose	Y				
Santa Clara	230645	Committed	Implement improvements to the North First Street Core Area grid	Y				
Santa Clara	230705	Committed	Debt Service Payments	Y			Y	
Santa Clara	240063	New Commitment	Improve Caltrain terminal at San Jose Diridon Station	Y				
Santa Clara	240117	Committed	Implement Rapid Transit improvements in the Santa Clara/Alum Rock route (includes dedicated guideways, signal prioritization, ticket vending machines, premium stations, real-time information, and specialized vehicles)	Y			Y	Yes
Santa Clara	240118	New Commitment	Implement Stevens Creek Rapid Transit Project	Y				
Santa Clara	240119	New Commitment	Implement El Camino Rapid Transit Project	Y			Y	Yes
Santa Clara	240159	Committed	Implement King Road Rapid Transit Project	Y				Yes
Santa Clara	240374	Committed	Extend BART to Berryessa (includes environmental, preliminary engineering, property acquisition and construction phases)	Y				
Santa Clara	240375	New Commitment	Extend BART from Berryessa to San Jose/Santa Clara (Phase 2)		Y			
Santa Clara	240376	New Commitment	Implement improvements on Hacienda Avenue between Winchester Boulevard and San Tomas Aquino Road	Y			Y	
Santa Clara	240377	New Commitment	Widen McCllelan Road for bike lanes between Foothill Boulevard and Byrne Avenue	Y			Y	
Santa Clara	240379	New Commitment	Extend Buena Vista Avenue from Santa Teresa Boulevard to Monterey Road	Y			Y	Yes
Santa Clara	240385	New Commitment	Construct 4-lane bridge across Uvas Creek to allow the extension of Tenth Street to Santa Teresa Boulevard (Glen Loma Development).	Y			Y	
Santa Clara	240398	New Commitment	Widen Los Gatos Boulevard from Camino Del Cerro to Samaritan Drive	Y			Y	Yes
Santa Clara	240403	New Commitment	Widen Dixon Landing Road from 4-lanes to 6-lanes between North Milpitas Boulevard and I-880	Y			Y	Yes
Santa Clara	240404	New Commitment	Widen Calaveras Boulevard overpass from 4-lanes to 6-lanes	Y				Yes
Santa Clara	240405	New Commitment	Improve intersection at Dixon Landing Road/Milpitas Boulevard	Y				
Santa Clara	240408	New Commitment	Extend Butterfield Boulevard North (includes 4-lane arterial, bike lanes, sidewalks, lighting and signal modification)	Y			Y	Yes
Santa Clara	240411	New Commitment	Implement improvements on Santa Teresa Boulevard between Main Avenue and DeWitt Avenue	Y				
Santa Clara	240412	New Commitment	Extend Butterfield Boulevard South between Tennant Avenue and Watsonville Road (includes UPRR overpass structure, drainage channel, traffic signal upgrades, striping, median and landscaping, street lights, bike lanes and sidewalks)	Y				Yes
Santa Clara	240414	New Commitment	Improve intersection at Miramonte Avenue/Park Drive			Y		
Santa Clara	240419	New Commitment	Upgrade Saratoga Signal System	Y			Y	
Santa Clara	240425	New Commitment	Widen intersection at El Camino Real/Lafayette Street	Y				
Santa Clara	240427	New Commitment	Implement pedestrian safety improvements on Route 9	Y				

List of Projects in Plan Bay Area
(sorted by County, then by Reference Number)

County	Reference Number	Investment Type	Project Description	Complete and Operational By: 2020	2030	2040	2013 TIP	Regionally Significant
Santa Clara	240428	New Commitment	Implement Saratoga Signal Upgrade Project Phase II (includes providing traffic management system at Saratoga City Hall and communication equipment to all upgraded signals)	Y				
Santa Clara	240430	New Commitment	Implement streetscale improvements on Prospect Road between Saratoga Avenue and Saratoga-Sunnyvale Road	Y			Y	
Santa Clara	240434	New Commitment	Implement sidewalk and pedestrian enhancements on Saratoga Avenue			Y		
Santa Clara	240436	New Commitment	Improve southbound U.S. 101 between San Antonio Road to Carleston Road/Rengstorff Avenue			Y		
Santa Clara	*240439*	Committed	Route 85 express lanes between Route 87 and I-280: Convert HOV lane to express lane between U.S. 101 and I-280; Convert HOV lane and construct additional express lane between I-280 and Route 87; Convert HOV lane to express lane between Route 87 and southbound U.S. 101; Construct 1.1 mile auxiliary lane between South De Anza Boulevard northbound on-ramp and Stevens Creek Boulevard northbound off-ramp (included under VTA Express Lane Network RTPID #240742)	Y			Y	Yes
Santa Clara	240441	New Commitment	Improve interchange at U.S. 101/Oregon Expressway/Embarcadero Road			Y		
Santa Clara	240443	New Commitment	Extend Mary Avenue north across Route 237 (includes reconfiguring the Mathilda Avenue/U.S. 101 interchange, re-routing Moffett Park Drive and modifying the Route 237 eastbound/Mathilda Avenue northbound flyover)	Y				Yes
Santa Clara	*240463*	Committed	Convert Route 237 HOV lanes to express lanes between North First Street and I-880 (included under VTA Express Lane Network RTPID #240742)			Y		Yes
Santa Clara	*240464*	Committed	Convert Route 87 HOV lanes to express lanes between Route 85 and U.S. 101 (included under VTA Express Lane Network RTPID #240742)	Y				Yes
Santa Clara	*240466*	Committed	U.S. 101 express lanes between Whipple Avenue and Cochrane Road: Convert HOV lane to express lane between Whipple Avenue (in San Mateo County) and Santa Clara County line; Convert HOV lane into express lane and construct additional express lane between Santa Clara County line and Cochrane Road (included under VTA Express Lane Network RTPID #240742)	Y				Yes
Santa Clara	240468	New Commitment	Improve connector ramp at Route 237 westbound to Route 85 southbound (includes auxiliary lanes on Route 85 between El Camino Real and Route 87)			Y		Yes
Santa Clara	*240469*	Committed	Implement express lanes on Route 17 between I-280 and Route 85 (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	240470	New Commitment	Install pedestrian countdown signals in Sunnyvale	Y			Y	
Santa Clara	240473	New Commitment	Improve braided ramps on northbound I-280 between Foothill Expressway and Route 85			Y		
Santa Clara	*240477*	Committed	Implement express lanes on Route 237 between Mathilda Avenue to Route 85 (included under VTA Express Lane Network RTPID #240742)	Y				Yes
Santa Clara	*240481*	Committed	Convert Route 237 HOV lanes to express lanes between North First Street to Mathilda Avenue (included under VTA Express Lane Network RTPID #240742)	Y			Y	Yes
Santa Clara	*240482*	Committed	Implement express lanes on I-680 from Calaveras Boulevard to Montague Expressway (included under VTA Express Lane Network RTPID #240742)	Y			Y	Yes
Santa Clara	*240484*	Committed	Implement express lanes on I-880 between the Alameda County Line and U.S. 101; includes the extension of dual express lanes northbound I-880 between Route 237 and Mission Boulevard. (included under VTA Express Lane Network RTPID #240742)	Y				Yes
Santa Clara	*240485*	Committed	Implement express lanes on U.S. 101 between Cochrane Road and Masten Avenue (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	*240491*	Committed	Implement express lanes on U.S. 101 between Masten Avenue and 10th Street (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	*240492*	Committed	Implement express lanes on U.S. 101 between 10th Street and Route 25 (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	240494	New Commitment	Implement System Operations and Management Program for Santa Clara County			Y		
Santa Clara	240497	New Commitment	Implement San Jose Midtown bicycle and pedestrian enhancements	Y				
Santa Clara	240498	New Commitment	Widen Brokaw Bridge over Coyote Creek	Y				

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(sorted by County, then by Reference Number)

County	Reference Number	Investment Type	Project Description	Complete and Operational By: 2020	2030	2040	2013 TIP	Regionally Significant
Santa Clara	240506	New Commitment	Implement El Camino Real Regional Corridor improvements from Palo Alto Medical Foundation to Churchill Avenue	Y				
Santa Clara	240507	New Commitment	Improve Middlefield Road-Midtown Corridor (includes sidewalk enhancements, transit stop improvements, lighting improvements, and traffic signal improvements)	Y				
Santa Clara	240508	New Commitment	Implement the Community Design and Transportation (CDT) Program in Santa Clara County (includes streetscape improvements, bicycle and pedestrian access improvements, place-making improvements, and roadway and transit facility improvements)			Y		
Santa Clara	240509	New Commitment	Develop projects and programs contained within VTA's Countywide Bicycle Plan, VTA's Bicycle Expenditure Program, and Local Bike Plans and programs.			Y		
Santa Clara	240512	Committed	Implement Guadelupe Express light rail improvements			Y		Yes
Santa Clara	*240513*	Committed	Implement express lanes on I-280 between Leland Avenue and Magdalena Avenue (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	*240514*	Committed	Implement express lanes on I-280 between US 101 and Leland Avenue (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	*240515*	Committed	Implement express lanes on I-280 between southbound El Monte Road and Magdelena Avenue (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	*240516*	Committed	Implement express lanes on I-680 between Montague Expressway and US 101 (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	*240517*	Committed	Implement express lanes on I-880 between U.S. 101 and I-280 (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	240518	Committed	Implement Tasman Express Long T (includes double-tracking of a single-tracked light rail segment on the Mountain View line to facilitate the extra line of service)			Y		
Santa Clara	240519	Committed	Implement North First Street light rail speed Improvements			Y		Yes
Santa Clara	240532	New Commitment	Improve interchanges on Route 152 at Frazier Lake Road, Bloomfield Road, Watsonville Road, and Ferguson Road	Y				
Santa Clara	240554	New Commitment	Improve interchanges at Route 237/Mathilda Avenue and U.S. 101/Mathilda Avenue	Y				
Santa Clara	240570	New Commitment	Widen offramp at Trimble Road on Route 87	Y				Yes
Santa Clara	240591	Committed	Implement Capitol Expressway Light Rail Extension - Phase I (includes sidewalk, landscape and street lights on both sides of the expressway from Capitol Avenue to Tully Road)	Y			Y	
Santa Clara	240603	Committed	Implement North San Jose Transit Improvements			Y		
Santa Clara	240611	New Commitment	Improve interchange at Route 85/El Camino Real	Y				
Santa Clara	240636	New Commitment	Construct 2-lane or 4-lane connection between Almaden Expressway and Winfield Boulevard (Chynoweth Ave. or Thornwood bridge will include construction of a new connector, bike lanes and sidewalks)	Y				
Santa Clara	240671	New Commitment	Improve interchange at I-280/Senter Road		Y			
Santa Clara	240710	New Commitment	Implement Lawrence Expressway/I-280 interchange project	Y			Y	
Santa Clara	240740	New Commitment	Local streets and roads operations and maintenance			Y		
Santa Clara	240742	Committed	VTA Express Lane Network			Y		Yes
Solano	21341	Committed	Construct new Fairfield/Vacaville multimodal train station for Capitol Corridor intercity rail service (Phases 1, 2 and 3)	Y			Y	Yes
Solano	22629	Committed	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements)	Y			Y	
Solano	22632	Committed	Widen American Canyon Road overpass at I-80			Y		
Solano	22634	Committed	Construct an adjacent 200-space, at-grade parking lot at the Vacaville Intermodal Station (Phase 1)	Y			Y	
Solano	22794	New Commitment	Improve Curtola Transit Center, includes 420 space parking structure and transit plaza on existing park and ride lot, auto/carpool pick-up and circulation improvements	Y			Y	
Solano	22795	New Commitment	Improve Fairfield Transportation Center, includes 1,000 additional parking spaces	Y				

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(sorted by County, then by Reference Number)

County	Reference Number	Investment Type	Project Description	Complete and Operational By: 2020	2030	2040	2013 TIP	Regionally Significant
Solano	22985	Committed	Implement transit hub in the Benicia Industrial Park	Y			Y	Yes
Solano	94151	New Commitment	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	Y				Yes
Solano	98212	New Commitment	Expand bicycle and pedestrian facilities			Y		
Solano	230311	Committed	Widen and improve Peterson Road with the addition of a truck-stacking lane	Y			Y	
Solano	230313	New Commitment	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	Y			Y	
Solano	230322	Committed	Rebuild and relocate eastbound Cordelia Truck Scales Facility (inclues a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	Y			Y	
Solano	230326	New Commitment	Improve I-80/I-680/Route 12 Interchange (Phase 1), includes widen I-80 and I-680 and improve direct freeway to freeway connections		Y		Y	Yes
Solano	230468	New Commitment	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway, add eastbound mixed-flow lane from Route 12 East to Airbase Parkway, and remove I-80/auto Mall hook ramps and C-D slip ramp	Y			Y	Yes
Solano	230558	New Commitment	Provide Lifeline transit service countywide			Y		
Solano	230590	Committed	Widen Railroad Avenue on Mare Island to 4-lanes from G Street to Route 37	Y				
Solano	230635	New Commitment	Improve Vacaville Intermodal Station (Phase 2), inlcudes parking garage	Y			Y	
Solano	240210	Committed	Implement I-505/Vaca Valley Parkway interchange improvements (includes widening southbound off-ramp at Vaca Valley Parkway, widening Vaca Valley Parkway to provide protected left turn pockets, and signalization of the southbound ramp intersection)	Y			Y	
Solano	240213	Committed	Implement I-80/Lagoon Valley Road interchange improvements (includes widening existing overcrossing from 2 to 4 lanes, widening the westbound ramp and intersection, widening and realigning the eastbound ramps, and signalization of both eastbound and westbound ramp intersections)	Y			Y	
Solano	240313	Committed	Benicia Intermodal Facilities Project: Construct transit intermodal stations at Mliitary West and West 14th, and Military West and First Street	Y			Y	
Solano	240556	New Commitment	Enhance bicycle and pedestrian facilities			Y		
Solano	240558	New Commitment	Rehabilitate bicycle and pedestrian facilities			Y		
Solano	240559	New Commitment	Improve ADA access at existing intercity transit centers			Y		
Solano	240572	New Commitment	Enhance transit information services (includes adding GPS devices and tracking hardware and software to all buses, and display media to bus stations)			Y		
Solano	240573	New Commitment	Install security cameras and monitoring equipment at Solano transit stations			Y		
Solano	240575	New Commitment	Rehabilitate major transit centers in Solano County			Y		
Solano	240576	New Commitment	Replace existing transit fleet			Y		
Solano	240578	New Commitment	Transit maintenance			Y		
Solano	240593	New Commitment	Implement safety improvements to state highways in Solano County			Y		
Solano	240594	Committed	Implement enhancements on highways in Solano County (includes landscaping, soundwalls, gateways, multi-modal enhancements, and hardscaping)			Y		
Solano	240595	New Commitment	Modify interchanges to improve operations, safety, multi-modal access, and improve signal timing			Y		
Solano	240596	New Commitment	Conduct corridor studies of Solano highways and freeways and install non-ITS performance measures			Y		
Solano	240599	New Commitment	Rehabilitate local bridges			Y		
Solano	240600	New Commitment	Local streets and roads operations and maintenance			Y		
Solano	240601	New Commitment	Implement Solano County's local air quality and climate protection strategies			Y		
Solano	240602	New Commitment	Implement ridesharing measures (includes ridematching, vanpool services, and commute trip planning/consulting)			Y		
Solano	240604	New Commitment	Implement local parking management programs			Y		
Solano	240605	New Commitment	Implement Solano County's Safe Routes to School program			Y		

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(sorted by County, then by Reference Number)

County	Reference Number	Investment Type	Project Description	Complete and Operational By: 2020	2030	2040	2013 TIP	Regionally Significant
Solano	240606	New Commitment	Implement Solano County's Safe Routes to Transit program			Y		
Solano	240608	New Commitment	Provide transit service to seniors and individuals with disabilities (separate from Lifeline)			Y		
Solano	240609	New Commitment	Rehabilitate transit guideways (includes docking facilities and channel maintenance for WETA ferries)			Y		
Solano	240610	Committed	Local transportation planning and public outreach efforts			Y		
Solano	240719	New Commitment	Transit operations support			Y		
Solano	240720	New Commitment	Local Road Safety			Y		
Solano	240721	New Commitment	Maintain state highways in Solano County			Y		
Solano	240722	New Commitment	Implement Solano County's regional air quality and climate protection strategies			Y		
Solano	240739	Committed	Dredge Channel to Port of Stockton			Y		
Sonoma	21070	Committed	Realign Route 116 (Stage Gulch Road) along Champlin Creek to improve safety, adding shoulders to accommodate pedestrians and bicyclists	Y			Y	
Sonoma	21902	Committed	Widen U.S. 101 for HOV lanes from Pepper Road to Rohnert Park Expressway (Central Phase A)	Y			Y	
Sonoma	22190	New Commitment	Improve channelization and traffic signalization at Route 116/Route 121 intersection (includes Arnold Drive improvements)	Y				
Sonoma	22191	Committed	US 101 North Project - Phase B- Airport Boulevard interchange improvements and Airport Boulevard	Y			Y	
Sonoma	22195	Committed	Improve U.S. 101/Old Redwood Highway interchange (includes modifying/replacing existing 2-lane interchange to at least a 5-lane interchange and improving ramps)	Y			Y	
Sonoma	22197	New Commitment	Improve local circulation at various locations in Town of Penngrove (includes improvements to Main Street, Petaluma Hill Road, Adobe Road, Old Redwood Highway and U.S. 101/Railroad Avenue)		Y			
Sonoma	22204	New Commitment	Widen Fulton Road from 2-lanes to 4-lanes from Guerneville Road and Piner Road		Y			Yes
Sonoma	22207	New Commitment	Extend Farmers Lane from Bellevue Avenue to Bennett Valley Road as a 3-lane or 4-lane arterial (includes a bicycle lane and sidewalk)	Y				Yes
Sonoma	22438	New Commitment	Improve Bodega Highway west of Sebastopol (includes straightening curves near Occidental and adding turn pockets)	Y				
Sonoma	22490	New Commitment	Convert bridges in Sonoma County from 1-lane to 2-lane	Y				
Sonoma	22655	Committed	Widen U.S. 101 for HOV lanes (one in each direction) from Rohnert Park Expressway to Santa Rosa Avenue (includes interchange improvements and ramp metering)	Y			Y	
Sonoma	22656	Committed	Improve U.S. 101/East Washington Street interchange (includes new northbound on-ramp and improvements to southbound on-ramp)	Y			Y	
Sonoma	94691	New Commitment	Install traffic signal system on Route 121 and improve channelization at 8th Street	Y				
Sonoma	98147	New Commitment	Widen U.S. 101 in each direction with 1 HOV lane from Old Redwood Highway to the Marin/Sonoma County line	Y				Yes
Sonoma	98183	Committed	Implement landscaping along the HOV lanes on U.S. 101 between Steele Lane and Windsor River Road	Y			Y	
Sonoma	230341	Committed	Improve channelization and traffic signalization on Mirabel Road and Route 116	Y			Y	
Sonoma	230368	New Commitment	Construct Suburban Center intersection improvements at Route 12 (Farmers Lane) and 4th Street			Y		
Sonoma	230700	New Commitment	Local streets and roads operations and maintenance			Y		
Sonoma	240359	Committed	Widen Rohnert Park Expressway from 2-lanes to 4-lanes between Snyder Lane and Petaluma Hill Road (includes new bike lanes in both directions, curb and gutter, sidewalk, landscaped median, and traffic signal devices/improvements at Petaluma Hill Road)	Y			Y	
Sonoma	240360	New Commitment	Widen Snyder Lane from 2-lanes to 4-lanes between southside of "G" section and Southwest Boulevard	Y				Yes

List of Projects in Plan Bay Area
(sorted by County, then by Reference Number)

County	Reference Number	Investment Type	Project Description	Complete and Operational By: 2020	2030	2040	2013 TIP	Regionally Significant
Sonoma	240366	Committed	Widen of Golf Course Drive West (formerly Wilfred Avenue) from 2-lanes to 4-lanes between the 1999 City Limits west of Redwood Drive to the Urban Growth Boundary (includes four travel lanes, a bike lane on both sides, sidewalks, landscaping, and traffic signals at Redwood Drive, Labath Avenue, and Dowdell Avenue)	Y				
Sonoma	240524	New Commitment	Construct an interchange with bicycle and pedestrian enhancements at Route 12/Fulton Road			Y		
Sonoma	240529	New Commitment	Improve interchange at Hearn Avenue/U.S. 101	Y				
Sonoma	240547	New Commitment	Construct bicycle and pedestrian crossing at U.S. 101 and Copeland Creek		Y			
Sonoma	240561	New Commitment	Implement Sonoma County's Safe Routes to School program			Y		
Sonoma	240650	New Commitment	Enhance bus service frequencies in Sonoma County			Y		
Sonoma	240651	New Commitment	Implement bicycle and pedestrian improvements countywide			Y		
Sonoma	240667	New Commitment	Implement Windsor River Road/Windsor Road/NWPRR Intersection improvements. Re-configure intersection and improve railroad, vehicle, pedestrian interface.	Y				
Sonoma	240668	New Commitment	Widen Airport Boulevard from 2-lanes to 5-lanes between Ordiance Road and Aviation Boulevard	Y				Yes
Sonoma	240672	Committed	Implement Marin Sonoma Narrows Stage 1 (Sonoma County)	Y			Y	
Sonoma	240709	New Commitment	Implement Sonoma County's Climate Initiatives program		Y			
Sonoma	240737	New Commitment	Conduct environmental studies and preliminary design for the proposed SMART commuter rail extension from Windsor to Cloverdale (Phase III)			Y		

List of Projects in Plan Bay Area
(sorted by County, then by Reference Number)

County	Reference Number	Investment Type	Project Description	Complete and Operational By: 2020	2030	2040	2013 TIP	Regionally Significant
Bay Area Region/Multi-County	22423	New Commitment	Lifeline Transportation Program: fund programs and services that address transportation gaps specific to low-income communities			Y		
Bay Area Region/Multi-County	22425	New Commitment	Planning funds for the Metropolitan Transportation Commission, Association of Bay Area Governments, Bay Conservation and Development Commission, and nine county congestion management agencies			Y		
Bay Area Region/Multi-County	22481	New Commitment	Caltrain - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets); station improvements (e.g., platforrms) are included			Y		
Bay Area Region/Multi-County	22511	Committed	Provide ferry service between Berkeley/Albany and San Francisco			Y		
Bay Area Region/Multi-County	22636	Committed	Implement BART transbay tube earthquake safety improvements (Phase 1)			Y		
Bay Area Region/Multi-County	94089	Committed	Implement Presidio Parkway Project			Y		
Bay Area Region/Multi-County	94152	Committed	Widen Route 12 (Jameson Canyon) from 2 lanes to 4 lanes from I-80 in Solano County to Route 29 in Napa County (Phase 1)	Y			Y	
Bay Area Region/Multi-County	94525	New Commitment	BART - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets)			Y		
Bay Area Region/Multi-County	94526	New Commitment	AC Transit - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system eqpansion)			Y		
Bay Area Region/Multi-County	94527	New Commitment	Livermore Amador Valley Transit Authority (LAVTA) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y		
Bay Area Region/Multi-County	94558	Committed	Central Contra Costa Transit Authority (CCCTA) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y		Yes
Bay Area Region/Multi-County	94572	New Commitment	Golden Gate Transit - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y		
Bay Area Region/Multi-County	94610	Committed	Valley Transportation Authority (VTA) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y		
Bay Area Region/Multi-County	94636	New Commitment	San Francisco Municipal Transportation Agency (SFMTA) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y		
Bay Area Region/Multi-County	94666	New Commitment	SamTrans - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y		

Appendix B
List of Projects in the 2013 Transportation Improvement Program

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
ALA010003	240094	Alameda County	Crow Canyon Safety Improvements	Alameda County: On Crow Canyon Road: from I-580 north to the Alameda/Contra Costa County line; Safety improvements, shoulder widening and curve realignment.	2013 TIP Development - Update funding plan to reduce RTP-LRP funding by $4M and add in $1.55M in Other Local funds and reprogram $450K in PSE funds from FY07 to FY13	EXEMPT (40 CFR 93.126) - Shoulder improvements	2040
ALA010014	22042	Caltrans	I-680 Sunol Grade NB HOV Lane	Rt. 680: Sunol Grade from Milpitas to Rt. 84; Construct North Bound HOV lanes.	2013 TIP Development - Update RTP ID and funding plan to remove XTRAN funds and add in $16M in RTP-LRP funds in FY19	NON-EXEMPT	2020
ALA010034	94526	AC Transit	AC Transit Facilities Upgrade	AC Transit: Agency's facilities & equipment upgrades.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
ALA010052	21103	Newark	Central Avenue Railroad Overpass at UPRR	Newark: On Central Avenue at the Union Pacific Railroad tracks; Construct grade separation. No new lanes.	2013 TIP Development-Update the funding plan to reprogram $567K in HPP from FY09 CON to FY13 PE and add $2.8M in FY13 PE Sales-tax, $2.2M in FY19 ROW RTP-LRP, and $12.5M in FY19 CON RTP-	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2020
ALA010056	21017	SJRC	ACE Track Improvements.	ACE: From Stockton to San Jose: Corridor improvements for signaling, grade crossing, track and other cost associated	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
ALA030002	240386	Alameda County	Alameda: Vasco Road Safety Improvements	Livermore: On Vasco Road from Livermore to CC County line; Realign roadway, provide standard shoulder widths, install median barriers and add truck-climbing lanes. (Total length of truck lanes is .9	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reflect a delay in the project	EXEMPT (40 CFR 93.126) - Truck climbing lanes outside the urbanized area	2040
ALA030030	94527	LAVTA	LAVTA: Preventive Maintenance	LAVTA: Preventive Maintenance Program for Agency Fleet.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
ALA050002	21451	San Leandro	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	San Leandro: 150th/E. 14th/Hesperian; construct NB left turn Ln from Hesperian to E.14th, EB left turn Ln from E.14th to 150th Av & SB Ln from Hesperian to 150th and other traffic circulation	2013 TIP Development - Update RTP ID	NON-EXEMPT	2015
ALA050006	230083	ACTC	I-580 (TriValley) Right of Way Preservation	I-580 Corridor (Tri-Valley): Preserve ROW along I-580 from Hacienda to Greenville for future transit in the median.	2013 TIP Development - Update RTP ID and change the fund source for $5M in CON funds from Other Local to Sales Tax. Retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2040
ALA050014	22776	ACTC	SR 84 Expressway Widening	In Livermore: Widen Route 84 from Jack London Blvd. to Pigeon Pass.	2013 TIP Development - Update funding plan to change the fund source of $37.03M in Other Local funds to RIP funds per 2012 STIP.	NON-EXEMPT	2020
ALA050015	21132	BART	BART - Warm Springs Extension	Fremont: Fremont BART station to Warm Springs; Extend BART service to the Southern end of Alameda County including new station at Irvington.	2013 TIP Development - Updated funding plan	NON-EXEMPT	2015
ALA050017	22455	AC Transit	Enhanced Bus - Telegraph/Intl/East 14th	AC Transit: Along the Telegraph/Intl Ave /E. 14th Corridor; System includes preliminary engineering, bus Stop & station improvements, bus procurement and other street enhancements to implement bus	2013 TIP Development - Updated funding plan to reflect RM2 allocations	NON-EXEMPT	2015
ALA050019	22769	ACTC	I-880 North Safety Improvements	Oakland: I-880 between 23rd Ave to 29th Ave; Reconfigure Interchange, including new ramps.	2013 TIP Development -Update funding plan to total project cost to $97.912M million	NON-EXEMPT	2020
ALA050035	240381	Alameda County	Cherryland/Ashland/CastroValley/Fairview Sidwlkimp	Cherryland, Ashland, Castro Valley, Fairview, San Lorenzo and other Unincorporated Areas of Alameda County: Sidewalk improvements in the vicinity of Schools within unincorporated Alameda County area.	2013 TIP Development - Update RTP ID with an updated funding plan to reflect earmark allocations	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
ALA050042	21017	SJRC	San Joaquin Rail Corridor: ADA Operating Set-aside	San Joaquin Rail Corridor: ADA Operating Set-aside	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040

* Projects with Conformity Analysis Years of 2040 reference programmagtic projects or project with a planned completion date after 2030 in Plan Bay Area.

TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
ALA050043	21017	SJRC	ACE Signal System Rehabilitation	ACE: Rehabilitate the existing Signal System between Niles Junction and Lathrop on the UPRR alignment.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
ALA050062	21017	Union C Transit	Union City: Replacement of One Transit Bus	Union City Transit is replacing a vehicle that has reached the end of its useful life.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing and update sponsor and implementing agency to Union City Transit	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
ALA050064	94526	AC Transit	Transit Security Project	AC Transit: District facilities and Buses; Install cameras on District's buses and at District's facilities, including the passenger transfer stations, also fund design and fabrication of a mobile emergency-	2013 TIP Development - Update RTP ID and funding to add in remaining years through 2017 of Prop 1B CTSGP funding.	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
ALA050067	21017	SJRC	GPS Train Tracking & Reporting System	ACE: Alameda County ACE Stations: Install instant messaging systems	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
ALA050079	21144	Berkeley	I-80 Gilman Interchange Reconfiguration	Berkeley: On Gilman Avenue at I-80; Reconfigure interchange providing dual roundabout at the entrance & exits from I-80 as well as the Eastshore Highway and West Frontage Road.	2013 TIP Development - Update the funding plan to change the fund source and program year for $3.6M in CON funds from FY15 RTP funds to FY19 RTP funds, add $12K in Other Local funds and	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2020
ALA070012	240391	Oakland	Oakland Coliseum TOD	Oakland: Adjacent to the Oakland Coliseum; Construct Pedestrian walkway and plaza to link residents of the adjacent TOD and Coliseum station.	2013 TIP Development - Update RTP ID, update funding plan to add in $217,622 in Other Local funds and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
ALA070014	22100	San Leandro	I-880/SR 112 Overcrossing Replacement	San Leandro: at the I-880/SR 112 (Davis St.); Replace overcrossing and widening roadway including interchange landscaping and bridge architectural features.	2013 TIP Development - Update RTP ID and project scope to include landscaping and update the funding plan to add $400K in FY10 PE STIP funds and $539K in FY15 CON HPP funds transferred from	NON-EXEMPT	2015
ALA070016	22009	CCJPA	Capitol Corridor Rail Improvements	Between Oakland and San Jose: Rail improvements including construction of siding, extensions, additional mainline track, crossovers and signal control systems.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2030
ALA070018	21116	ACTC	I-580 (TriValley) Corridor - WB HOV & Connectors	I-580 (TriValley) Corridor: WB HOV lane on I580 from east of Greenville Rd to Foothill Rd, HOV direct connectors from WB I580 to SB I680 and NB I680 to EB I580, WB Aux Lanes between Airway Blvd and	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reflect the latest RM2 programming information; Update the scope to include EB/WB Aux lanes at	NON-EXEMPT	2015
ALA070020	240050	ACTC	I-580 (TriValley) Corridor - EB HOV/HOT Lanes	I-580 (TriValley) Corridor: From east of Greenville Road to Hacienda Dr..; Construct Eastbound HOV/HOT lanes (includes auxiliary lanes). Sub-project of TIP ID ALA050006.	2013 TIP Development -Update funding plan to total project cost to $180.79M million to reflect RM2 allocations	NON-EXEMPT	2015
ALA070021	94527	LAVTA	LAVTA Bus Rapid Transit (BRT) System Ph. 1 & 2	LAVTA: Provide Rapid bus services to the cities of Livermore, Dublin, Pleasanton and Eastern Alameda County.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2040
ALA070022	240386	Alameda	City of Alameda - Park St Streetscape	In the City of Alameda: Streetscape improvements including utility work, installation of vintage lighting, street trees, sidewalks, and pedestrian appurtenances,bulb-outs and pedestrian warning lights.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
ALA070039	240347	Oakland	Oakland Waterfront Bay Trail	Oakland: From Jack London Square to 66th Avenue; Construct new segments of the Bay Trail.	2013 TIP Development - Update funding plan to add in $1.1M in Other Local funds and reprogram RTP-LRP funds from FY15 to FY19	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2030
ALA070040	240381	Alameda County	Hampton Rd Streetscape	Alameda County: Along Hampton Road; Sidewalk Improvements including new curbs, gutters, and other pedestrian improvements.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

* Projects with Conformity Analysis Years of 2040 reference programmagtic projects or project with a planned completion date after 2030 in Plan Bay Area.

TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
ALA070041	230221	ACTC	I-80 Integrated Corridor Mobility Project	Contra Costa and Alameda Counties: Along the I-80 corridor from Carquinez Bridge to San Francisco-Oakland Bay Bridge Toll Plaza; create an integrated ITS arterial network.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2015
ALA070042	230668	ACTC	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	I-880 Corridor: From Marina Blvd in San Leandro to Hegenberger in Oakland; Construct new SB HOV lanes and reconstruction of interchanges at Marina Blvd and Davis St. and soundwall construction.	2013 TIP Development - Update RTP ID, scope to include reconstruction of interchanges at Marina Blvd and change the fund source of FY13 and FY14 Other Local funds to Sales Tax Measure funds	NON-EXEMPT	2030
ALA070046	94526	AC Transit	Zero Emission Bus Advanced Demonstration	AC Transit: Zero Emissio Bus Advanced Demonstration project, including purchase of 12 new ZEBs, and associated fueling, maintenance facilities, testing/monitoring of buses, solar panels, stationary fuel	2013 TIP Development - Update the funding plan to reprogram RTP-LRP funds from FY15 to FY19	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
ALA070051	94525	BART	BART Station Electronic Bike Lockers, Ph. 2	Alameda County: Five BART Stations: Purchase and install electronic bicycle lockers	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
ALA070054	22425	Port of Oakland	California Inter-regional Rail Intermodal Study	Port of Oakland: Study to determine the feasibility freight rail shuttle system between the Port and inland points in the Central Valley.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Engineering to assess social, economic, and environmental effects of the	2040
ALA070060	22063	Caltrans	I-238 Widening Replacement Planting	Landscape replacement planting in and near San Leandro on Route 238 from Route 580 to Route 880	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2015
ALA070062	21017	Union C Transit	Union City Transit: Purchase Six (6) CNG Buses	Union City: Purchase Six (6) CNG Buses to replace 6 diesel buses.	2013 TIP Development - Update sponsor, implementing agency, RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
ALA090004	22664	ACTC	I-580 HOT Corridor Project	I-580 Westbound: Convert the HOV lanes to HOT Lanes.Convert the I-580 westbound HOV lane to an express lane from Greenville Road to San Ramon Road/Foothill Road	2013 TIP Development - Update program year for earmark funding to 2014 and update local funds and decrease total project cost to match the RTP. Scope of the project updated to match RTP scope	NON-EXEMPT	2015
ALA090009	22776	Pleasanton	PSR: SR 84 Widening from Pigeon Pass to I-680	Pleasanton: Supplemental Project Study Report for the widening of State Route 84 from Pigeon Pass to I-680.	2013 TIP Development - Update funding plan to reduce cost by $100K and to reprogram the funds to FY13	EXEMPT (40 CFR 93.126) - Planning and technical studies	2020
ALA090010	21472	Pleasanton	I-680/Bernal Avenue interchange improvements	Pleasanton: I-680 /Bernal Avenue Interchange improvements. Phased project with reconfiguration of SB ramp, widening of NB ramp	2013 TIP Development - Update the project description and expanded description to reflect a reduced scope and update the funding plan to reflect the latest programming information with a $12M	NON-EXEMPT	2015
ALA090012	230066	San Leandro	I-880/Marina Blvd Interchange and Overcrossing Rep	San Leandro: I-880/ Marina Blvd. Replace overcrossing and widening roadway plus ramp interchange reconfiguration, Intersection Improvements including interchange landscaping and bridge architectural	2013 TIP Development - Update RTP ID	NON-EXEMPT	2015
ALA090013	21489	Pleasanton	I-580 / Foothill Road interchange improvements	Pleasanton: I-580/ Foothill Road. Reconfiguration of EB ramps including bike/pedestrian-related improvements	2013 TIP Development - Update the funding plan to reprogram all funds from FY11 to FY13, remove $50K in PE Other Local funds and change the fund source for $3.3M in CON funds from Other Local to	NON-EXEMPT	2015
ALA090015	21123	Union City	Union City Intermodal Station Infrastructure	Union City: Expand Union City BART Station to Complete Pedestrian Connection and Rail Station	2013 TIP Development - Updated funding plan to remove $14M in Other Local funds and this project is also identified by TIP ID ALA990015	NON-EXEMPT	2015

* Projects with Conformity Analysis Years of 2040 reference programmagtic projects or project with a planned completion date after 2030 in Plan Bay Area.

Appendix B - Draft List of TIP Projects - Revised 3/29/13

TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
ALA090016	240562	Hayward	Rt 92/Clawiter/Whitesell Interchange Improvements	Hayward: Rt 92/Clawiter Rd. Upgrade existing Clawiter interchange. Add ramps and overcrossing for Whitesell St. extension. Signalize ramp intersections.	2013 TIP Development - Update RTP-ID and funding plan to reprogram RTP-LRP funds from FY16 to FY19 and $2.8M in FY12 CON Other Local funds to $1.9M in FY16 CON Other Local funds	NON-EXEMPT	2020
ALA090018	240394	ACTC	Truck Parking Facilities in North County (Phase I)	Alameda County: Provide safe parking facilities in north part of Alameda County.	2013 TIP Development - Update the funding plan to remove $3M in RTP-LRP funds and reprogram $1M in Other Local from FY12 PE to FY13 PE, $500K in Other Local from FY12 PE to FY15 ROW, and $500k	NON-EXEMPT	2040
ALA090019	230091	ACTC	Corridor Mobility Program & Adaptive Ramp Metering	Central Alameda County: I-880/ I-238/ I-580. Install monitoring and signalization I-880, I-238 and I-580.	2013 TIP Development - Update the funding plan to increase total project cost to $47M and reprogram PE phase to FY15, and CON phase to FY17 and FY18. The project is phased.	NON-EXEMPT	2020
ALA090020	230054	Hayward	I-880 Auxiliary lanes at Industrial Parkway	Hayward: Construct auxiliary lanes on I-880. NB between Industrial Pkwy and Alameda Creek and SB between Industrial Pkwy and Whipple Rd	2013 TIP Development - Update the funding plan and funding amounts to reprogram Other Local PE funds from FY10 to FY16, Other Local ROW funds from FY11 to FY16, and Other Local CON funds from	NON-EXEMPT	2020
ALA090021	230052	Hayward	I-880 NB and SB Auxiliary lanes	Hayward: NB and SB I-880 between West A and Winton. NB I-880 between A St and Paseo Grande.	2013 TIP Development - Update the funding plan to delay PE to FY17, ROW to FY19 and CON to FY20; Reduce PE by $1.8M and reduce ROW by $1.3M and CON by $10.6M	NON-EXEMPT	2040
ALA090022	240389	Alameda County	Estuary Bridges Seismic Retrofit and Repairs	Oakland: Seismic retrofit and repairs of 3 Oakland Estuary bridges	2013 TIP Development - Update RTP-ID and funding plan to replace RTP-LRP funding with Other Local funds and LBSRA funds in place of $2M in FY11 Other Local funds	NON-EXEMPT	2040
ALA090023	240101	Alameda County	Fruitvale Ave Roadway Bridge Retrofit	Alameda County: Retrofit Fruitvale Roadway Bridge a lifeline facility	2013 TIP Development - Update exemption code from non-exempt to "EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)", RTP ID and update	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040
ALA090025	240076	ACTC	I-580 WB Auxiliary Lane, First to Isabel	I-580 (TriValley) Corridor: westbound auxilliary lanes between First Ave and Isabel Ave along I-580 in the Tri-Valley. This project is a sub-project of, and is being implemented with, TIP ID ALA070018.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2015
ALA090026	22760	Port of Oakland	Outer Harbor Intermodal Terminals (OHIT)	In Oakland: OHIT, a proposed intermodal rail complex, will be located on the former Oakland Army Base and adjacent land. This listing only includes segments implemented by the Port of Oakland. For City	2013 TIP Development - Update RTP ID and scope to reflect the implementation by the Port of Oakland. SEGMENTS 1 (TC03A), 2 (TC03B), and 6 (TC03E).The funding plan reflects the TCIF allocations and it	NON-EXEMPT	2040
ALA090027	22082	Port of Oakland	7th Street Grade Separation and Roadway Improvemen	In Oakland:the 7th Street Grade Separation will separate truck traffic on 7th St from rail movements between expanded rail facilities at the Port and the rail mainline north of 7th St and existing rail facilities	2013 TIP Development - Update RTP ID and funding plan to reduce Other Local funds to $2M in FY18 and add in $108M as RTP-LRP funds in FY19. It is a phased project	NON-EXEMPT	2040
ALA090028	240745	Caltrans	Eastbound Truck Climbing Lane	In Livermore, Alameda County: On Route 580 in the City of Livermore from North Flynn Rd to Greenville Rd. Construct a truck-climbing lane in the eastbound direction.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Truck climbing lanes outside the urbanized area	2040
ALA090030	22425	MTC	Regional Planning Activities and PPM - Alameda	Alameda: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
ALA090031	21017	Union C Transit	Union City Transit: Replace Two 35' Buses	Union City Transit: Replace two 35' Transit Buses with CNG low-floor buses.	2013 TIP Development - Update sponsor, implementing agency, RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
ALA090039	240381	Berkeley	Berkeley Bike/Ped Overcrossing Site Access Imps	Berkeley: On Addison Street, Access improvements at east touchdown plaza of newly-constructed bike/ped over crossing, south of the University Ave over crossing.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
ALA090060	21017	SJRC	SJRC: Rebuild Diesel Locomotives	San Joaquin Rail Commission: 3 of our locomotives: complete an overhaul of the prime mover, replace head-end power generator-sets, perform body work, and repaint	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
ALA090061	21017	Union C Transit	Union City: Replacement of Four (4) Transit Buses	Union City Transit is replacing vehicles that have reached the end of their useful life.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
ALA090062	240381	Berkeley	Berkeley Bay Trail Extension - Segment One	In Berkeley: On University Ave between West Frontage Road and Marina Blvd, construct a class 1 bike path and a bike / pedestrian bridge over Strawberry Creek, and add a Water Trail Access Point at Hs	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
ALA090065	94525	BART	BART: Fare Collection Equipment	BART: Systemwide: Acquire and install fare collection equipment.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
ALA090066	240683	Dublin	Alamo Canal Regional Trail, I-580 Undercrossing	In Dublin and Pleasanton: This project will construct a segment of the Alamo Canal Trail underneath Interstate 580 to close a gap between the section of the Alamo Canal Trail located in Dublin and	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2015
ALA090067	240388	ACTC	I-580 Landscaping in the City of San Leandro	Along I-580 in the City of San Leandro from PM 33.5 to PM 34.6 between Estudillo Avenue and 141st Street; Landscaping and Irrigation work.	2013 TIP Development - Retain in the TIP for informational purposes as the project is on-going	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2040
ALA090068	94525	BART	MacArthur BART Plaza Remodel	Oakland: MacArthur BART Station: Renovate the entry plaza	2013 TIP Development-Added $157,000-Other State(Prop 1C). Added $299,700-Prop 1B. Revised $81,000 to reflect "Other State". Revised $162,000 to reflect "Other State". Some changes to milestone	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
ALA090069	240386	Alameda County	Alameda County: Rural Roads Pavement Rehab	Alameda County: Pavement Rehabilitation of various roadways in unincorporated areas.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing and update the Plan Bay Area RTP ID	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
ALA110001	240014	WETA	Central Bay Operations and Maintenance Facility	WETA: Construct a central bay operations and maintenance facility.	2013 TIP Development - Update RTP ID and update funding plan: 1) change FY09 Prop 1B funds from $10.55m to $3.5m, 2) add $2.5m in FY12 5309 Bus & Bus Facility funds, and 3) add $5.5m in FY13	NON-EXEMPT	2015
ALA110002	240025	ACTC	I-880/Industrial Parkway West Interchange	At I-880/Industrial Parkway West , reconstruct interchange, add on/off-ramp lanes, widen ramp lanes, provide HOV bypass lanes and routine accommodation for bicyclists and pedestrians.	2013 TIP Development - Update the funding plan to delay PE to FY13, ROW to FY18, and CON to FY19. The CON phase funds have been updated to RTP-LRP and increased by $10M and the PE phase has	NON-EXEMPT	2040
ALA110003	240374	BART	Hayward Shop and Yard Expansion	Expansion of the Hayward Shop and Yard to accommodate additional rail vehicles for storage, maintenance and repair.	2013 TIP Development - Update the funding plan to reprogram $70M in CON Sales-Tax funds from FY12 to FY13 and add in $40M in Prop 1A funds and $7M in FY12 BART allocations	NON-EXEMPT	2020
ALA110004	240388	ACTC	I-580 Oakland 14th to Ardley Noise Barriers	Oakland: I-580 Eastbound between west of 14th Avenue to Ardley avenue - Construct noise barriers on route between PM 41.7 to PM 42.2	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram $1.5M in CON Other Local from FY12 to FY14	EXEMPT (40 CFR 93.126) - Noise attenuation	2040
ALA110005	94527	LAVTA	LAVTA Rideo Bus Restoration	LAVTA: Rehabilitate a 1960 GMC-vintage historic coach that was one of the last buses operated by the City of Livermore's Rideo bus system	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
ALA110006	240386	Oakland	Various Streets Resurfacing and Bikeway Facilities	In Oakland. Various locations: Rehabilitate streets, install bikeway facilities, and upgrade curb ramps	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
ALA110007	240393	Berkeley	City of Berkeley Transportation Action Plan - TDM	Berkeley: Implement parking pricing pilot and enforcement programs in Southside, Elmwood and Downtown commercial districts. Implement TDM strategies and outreach focused on small businesses and	2013 TIP Development - Update RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
ALA110008	94526	AC Transit	AC Transit State of Good Repair Program	AC Transit: The project is intended to bring AC Transit's revenue fleet up to a SGR by implementing new SGR process and software in order to reduce operating costs.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
ALA110009	240393	ACTC	Bikemobile: Bike Repair and Encouragement Vehicle	Alameda County: Mobile truck promoting walking/biking to school including outreach and education activities.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain this project in the TIP for informational purposes as the program is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
ALA110010	230550	Port of Oakland	Shore Power Initiative	Port of Oakland: Equip two international berths with shore power infrastructure, which is electrical infrastructure that enables a ship at dock (at-berth) to plug into the electrical grid. This allows the vessel	2013 TIP Development - Update RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
ALA110011	240347	EB Reg Park Dis	East Bay Parks Green Transportation Initiative	Various parts of the Bay Trail: The Green Transportation Initiative completes components in the Alameda and Contra Costa counties' non-motorized transportation network. It will close five critical gaps in	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2030
ALA110012	21011	Fremont	Fremont CBD/Midtown Streetscape	Fremont: In the Fremont Central Business District/Midtown District bounded by Walnut Avenue, and California, Beacon and Liberty Streets: Streetscape enhancements. This is a phased project.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
ALA110016	240386	Newark	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	In Newark: On Cedar Boulevard between Milani Avenue and Central Avenue and on Jarvis Avenue between the UPRR and Spruce Street: Pavement rehab.	2013 TIP Development - Update RTP reference to reflect Plan Bay Area; Retain this project in the TIP for informational purposes as it is ongoing and update project delivery milestones.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
ALA110024	240386	Dublin	Dublin Citywide Street Resurfacing	In Dublin: Silvergate Dr between San Ramon Rd and Dublin Blvd, Clark Ave between Village Parkway and Maple Dr, and Tassajara Rd between North City limits and Shadow Hill Dr.	2013 TIP Development - Update RTP reference to reflect Plan Bay Area; Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
ALA110026	240386	Alameda County	Alameda Co - Central Unincorporated Pavement Rehab	Alameda County: Various Streets: Pavement Rehabilitation Program	2013 TIP Development - Update RTP reference to reflect Plan Bay Area; Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
ALA110027	21011	San Leandro	San Leandro Downtown-BART Pedestrian Interface	In San Leandro: Construct San Leandro Bl Streetscape from Williams St. to Davis St. including lane reduction, ped crossings, wayfinding, traffic signals, street lights and construct bike racks, ped crossings,	2013 TIP Development - Update RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
ALA110028	240381	Union City	Union City Blvd Corridor Bicycle Imp, Phase 1	Union City: Union City Boulevard from Smith Street to 600-feet south of Alvarado Boulevard: widen existing pavement for both northbound and southbound directions. This will allow the installation of a	2013 TIP Development - Update RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
ALA110029	21011	Oakland	Oakland Foothill Blvd Streetscape	City of Oakland: Along Foothill Boulevard Coridor from Austin to 61st, and adjacent streets: This project encompasses public improvements which will include pedestrian amenities, pedestrian signals and	2013 TIP Development - Update RTP reference to reflect Plan Bay Area; Update the project description to include pedestrian signals; Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
ALA110030	240381	Albany	Albany - Buchanan Bicycle and Pedestrian Path	In Albany: On Marin Ave./Buchanan St. between San Pablo Ave. and Buchanan bridge overcrossing. Construct a bike/Ped path, install a bike/ped signal, and related improvements at several locations within	2013 TIP Development: Update RTP reference to reflect Plan Bay Area; Update funding plan to remove $1.1M in FY12 Other Local funds, add in $33K in Prior Year Other Local funds and $100K in FY12 TFCA	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
ALA110031	21489	Pleasanton	Pleasanton - Foothill/I-580 IC Bike/Ped Facilities	In Pleasanton: Two segments of Foothill Road: install northbound and southbound bicycle lanes including realignment of two freeway ramps, installation of traffic signals, and roadway restriping.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2015
ALA110032	94525	BART	Downtown Berkeley BART Plaza/Transit Area Imps.	In Berkeley: Area around Downtown Berkeley BART Station: Streetscape improvements; design/construction of custom bus shelter, canopy design for 5 secondary BART entries and construction of one;	2013 TIP Development - Update RTP reference to reflect Plan Bay Area; Updated milestone dates.	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
ALA110033	240393	ACTC	Alameda County Safe Routes to School	Alameda County: Countywide SR2S Program including education & outreach in various K-12 schools, ridesharing, & project development.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
ALA110034	240381	Dublin	West Dublin BART Golden Gate Drive Streetscape	In Dublin: Golden Gate Drive from Dublin Blvd to the West Dublin BART Station. Bicycle, pedestrian, and landscape enhancements.	2013 TIP Development - Update RTP reference to reflect Plan Bay Area; Update the funding plan to add $506K in Other Local funds and $247K in Prop-1B-LSR funds	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
ALA110035	21011	Hayward	South Hayward BART Area/Dixon Street Streetscape	In Hayward: Both sides of Dixon St from Tennyson Rd to Valle Vista Ave. Streetscape, pedestrian safety and landscape improvements. The ROW phase including utility relocation is locally funded	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
ALA110036	94012	Union City	Union City BART East Plaza Enhancements	In Union City: Union City Intermodal Station: Construction of the East Plaza and loop road within the emerging transit-oriented Station District adjacent to the Union City Intermodal Station.	2013 TIP Development - Update RTP ID, exemption code to non exempt, and retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2040
ALA110037	21011	Livermore	Livermore Village Plaza & Infrastructure	Livermore: Livermore Village site: Installation of a landscaped plaza and supporting infrastructure.	2013 TIP Development - Reduce scope to remove land banking, update RTP ID and funding plan to reprogram CON phase funds to FY14 and add $250K on Other Local CON phase	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
ALA110045	240746	Fremont	Walnut Argonaut Lane Reduction & Roundabout	In the City of Fremont: On Walnut Avenue and Argonaut Way narrow the roadway from four lanes to two lanes. At the intersection of Walnut/Argonaut/Parkhurst Drive construct new roundabout.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	NON-EXEMPT - Not Regionally Significant Project	2040
ALA110046	240024	Oakland	Oakland Army Base Infrastructure Improvements	In Oakland: the Oakland Army Base and the West Oakland Redevelopment Areas; Implementing Army Base Infrastructure Master Plan and completing West Oakland Specific Plan. Includes TCIF OHIT impl. by	2013 TIP Development - Update scope to include the infrastructure improvements and amend the funding plan to reflect a total project cost of $215.28M. The air quality exemption has been updated to	NON-EXEMPT	2015
ALA110072	240381	Oakland	Lake Merritt Improvement Project	In Oakland: Adjacent to Lake Merritt: Reconfigure roadways and construct paths, walls, structures, lighting, parking and landscaping; no added capacity	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Shoulder improvements	2040

* Projects with Conformity Analysis Years of 2040 reference programmatic projects or project with a planned completion date after 2030 in Plan Bay Area.

TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
ALA110085	240746	Alameda	Shoreline Dr, Westline Dr and Broadway Bike Lanes	Alameda: Shoreline Dr-Westline Dr to Broadway; Westline Dr-Otis Dr to Shoreline Dr; Broadway-Shoreline Dr to Bayview Dr: Reduce travel lanes from 4 to 2; Install a cycle track, parking, bike racks,	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram $7K in HSIP from PE to CON and add $501K in Other Local funds; Update the description to	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation	2040
ALA110086	240726	Caltrans	Environmental Study for ACE Alignment	Altamont Commuter Express (ACE): Along the alignment between the Bay Area and the Central Valley; Conduct an environmental study for a high speed rail corridor	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
ALA110090	94525	BART	Enterprise Asset Management	BART: Systemwide. Enhance the asset management business process and integration of business and operations across Finance, Operations and Maintenance to support ongoing, long-term asset	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
ALA110091	94526	AC Transit	AC Transit: Procure (23) 60' Articulated Buses	AC Transit: Purchase 23 replacement 60' articulated buses for use on local routes.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
ALA110092	94526	AC Transit	AC Transit: Procure (38) 40-ft Urban Buses	AC Transit: Purchase 38 replacement 40' urban transit buses.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
ALA110093	94526	AC Transit	AC Transit: Replace 16 40' Suburban Buses	Purchase 16 replacement 40' Suburban buses.	2013 TIP Development - Update RTP-ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
ALA110095	94527	LAVTA	LAVTA - East Bay Radio Communication System Hookup	LAVTA: Replace radio communication equipment to meet FTA narrow-banding mandate and join the East Bay Regional Communications System (EBRCS).	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
ALA110096	94527	LAVTA	LAVTA Capital Maintenance-Fuel	LAVTA has elected to program $128,132 of it's 2011 5307 apportionment to fuel costs.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
ALA110098	240393	ACTC	Alameda County SR2S Local	In Alameda County: Countywide SR2S Program; Implement Capital Projects and Technical Assistance for future Capital Projects	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
ALA110099	21017	SJRC	ACE Preventative Maintenance	ACE Rail - Preventative maintenance activities for ACE service and associated equipment, functions, and facilities.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
ALA110100	240372	AC Transit	AC Transit: Line 51 Corridor	Alameda County: Lines 51A and 51B along the Santa Clara, Broadway, College and University Corridor: Provide key investments in capital infrastructure needed to provide travel time savings	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2020
ALA110104	240024	MTC	SFOBB Gateway Park	SFOBB Gateway Park in Alameda County, in Oakland at the Oakland Touchdown of the new East Span of the Bay Bridge	2013 TIP Development - Update the funding plan to reprogram RTP-LRP funds from FY17 to FY19	NON-EXEMPT	2015
ALA110105	22423	AC Transit	San Leandro BART - Transit Access Improvements	San Leandro: At San Leandro BART Station: Make bus, pedestrian, and bicycle access improvements in preparation for the implementation of the East Bay Bus Rapid Transit. This is a project is related to	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area;	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2040
ALA110106	94526	AC Transit	Farebox Replacement	AC Transit: System-wide: Replace the existing bus farebox systems and their support equipment	2013 TIP Development - Update RTP-ID	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040

* Projects with Conformity Analysis Years of 2040 reference programmagtic projects or project with a planned completion date after 2030 in Plan Bay Area.

TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
ALA110107	22423	ACTC	ALA-Community-Based Transportation Plan Updates	Alameda County: Countywide: For the five community-based transportation plans, review, update and integrate with completed countywide plans and develop an integrated, more comprehensive	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
ALA110114	21017	Union C Transit	Union City: Replacement of Two (2) Transit Buses	Union City Transit:Replace two (2) compressed natural gas (CNG) buses	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
ALA110115	240508	CCJPA	Bicycle Lockers at Capitol Corridor Stations	Capitol Corridor Joint Powers Authority (CCJPA): at Capitol Corridor Stations: Establish a bicycle storage standard for design(s), function, and procurement for secure bicycle storage	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
ALA110116	94526	AC Transit	AC Transit: Bus Diesel Particulate Filters	AC Transit: 51 VanHool 30ft busses: install diesel particulate filters (DPF)	2013 TIP Development - Update RTP-ID	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
ALA110117	94526	AC Transit	AC Transit: Procure (28) 40-ft Urban Buses	AC Transit: Purchase (28) 40-ft buses to replace buses in existing fleet	2013 TIP Development - Update RTP-ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
ALA110118	94526	AC Transit	AC Transit: Procure (40) 40-ft Urban Buses	AC Transit: Purchase (40) 40-ft buses to replace buses in existing fleet	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
ALA110119	94526	AC Transit	AC Transit: Spectrum Ridership Growth	AC Transit: Encourage new riders among East Bay residents, employees, and visitors, as well as increased ridership among current riders. The principal three areas of focus will be Passenger Info Systems,	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram Other Local funds from FY13 to FY14	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
ALA110120	240726	Livermore	Livermore TOD Study at I-580/SR84	In Livermore: Near I-580/SR84 I/C: Create a community based transit oriented development plan for local land uses and access improvements to complement a planned Phase 1 extension of the BART	2013 TIP Development - Update RTP ID and schedule to delay some funds to FY14	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
ALA110121	94525	BART	BART Train Car Accident Repair Project	BART: Two BART Cars: Repair of two BART cars that were damaged in an accident in March 2011.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area;	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
ALA110122	21011	ACTC	Local PDA Planning - Alameda	Alameda County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the Project Sponsor and Implementing Agency to ACTC	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
ALA110123	94526	AC Transit	AC Transit: Replace 27 40' Urban Buses	AC Transit: Purchase 27 40-foot replacement buses for use on local routes	2013 TIP Development - Update RTP-ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
ALA110124	94526	AC Transit	AC Transit: Replace 38 40' Suburban Buses	AC Transit: Procure 38 replacement 40-foot suburban buses	2013 TIP Development - Update RTP-ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
ALA130001	21484	Fremont	Widen Kato Rd from Warren Avenue to Milmont Drive	In Fremont: Widen Kato Road from Warren Avenue to Milmont Drive. Widen Kato Road to four lanes and install bike lanes on both sides of the roadway and modify traffic signal at Kato Rd/Milmont Ave.	2013 TIP Development - Amend in a new non-exempt project totaling $12.69M	NON-EXEMPT	2020
ALA130002	94526	AC Transit	AC Transit: Procure (27) 60' Artic Hybrid Buses	AC Transit: Purchase 27 60-foot diesel-electric hybrid articulated buses with dual-side doors for BRT service to replace older 60-foot articulated buses	Amend a new exempt project into the TIP using $27M in FY13 CON Prop 1B and $2.7M in FY13 CON Other Local funds	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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ALA130003	240227	Oakland	Oakland Bay Trail to Lake Merritt Bike/Ped Bridge	Oakland: Over Embarcadero and UPRR tracks between Estuary park and Lake Merritt: Construct ADA accessible bicycle pedestrian bridge to link Bay Trail to Lake Merritt.	Amend a new exempt project into the TIP using $2M in Local funds	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
ALA130004	240381	Oakland	Oakland 19th Street Uptown Bike Station	Oakland: Adjacent to 19th St BART: construct a street level bicycle station. (Safe Routes to Transit RM2 project. RM2#20.43)	Amend a new exempt project into the TIP using $531K in FY14 CON RM2 and $75K in FY13 PE Sales-tax funds	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
ALA130005	240038	Dublin	Dougherty Road widening	Project is located in Dublin. It will widen the existing Dougherty Road from Sierra Lane to North City Limit from 4 lanes to 6 lanes to address congestion and delays.	2013 TIP Development - Amend in a locally funded new non-exempt multi-phase project totaling $18.86M	NON-EXEMPT	2015
ALA130006	240250	Dublin	Dublin Boulevard widening	The project will widen Dublin Boulevard from 4 lanes to 6 lanes between Sierra Court and Dublin Court in the City of Dublin.	2013 TIP Development - Amend in a locally funded new non-exempt multi-phase project totaling $4.2M	NON-EXEMPT	2015
ALA130007	240196	BART	BART to Livermore Extension - Develop EIR	BART - Develop Draft Environmental Impact Report (DEIR) for the BART to Livermore Extension Project (Proposed Project).	2013 TIP Development - Amend in an exempt multi-phase project totaling $14.799M to develop the DEIR for the BART to Livermore exetension	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
ALA977007	22063	Hayward	Route 238 Corridor Improvement	Hayward; On Foothill and Mission Boulevards (existing Route 238) from Industrial Parkway to Route 580; Construct Route 238 Corridor Improvement Project.	2013 TIP Development - Retain this project in the TIP for informational purposes as it is ongoing and to update funding.	NON-EXEMPT	2015
ALA977038	240745	Caltrans	San Francisco-Oakland Bay Bridge	In San Francisco-Oakland: Bay Bridge: East Span Replacement Project; Near Toll Plaza Building: Reconstruct maintenance facilities	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040
ALA978004	94506	ACTC	East-West Connector in Fremont & Union City	In Fremont & Union City: From I-880 to Route 238; Construct new 4-lane roadway and widen existing roadways.	2013 TIP Development - Update RTP ID and funding plan to add $18.9M in FY10 CON local funds, remove $1M in FY14 CON Local, and add $5M in FY15 CON Local funds	NON-EXEMPT	2015
ALA978027	240745	Caltrans	I-880/SR 262 I/C and HOV lanes	I880 corridor: I-880 btw Santa Clara Co. line & Alvarado-Niles; Construct 2 HOV lanes, reconstruct I-880/Warren Ave/SR 262 I/C	2013 TIP Development - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2040
ALA990015	21123	Union City	Union City Intermodal Station Infrastructure	Union City: Expand Union City BART Station to Complete Pedestrian Connection and Rail Station	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2015
ALA990052	240382	AC Transit	AC Transit Paratransit Van Depreciation	AC Transit: Amortized cost of replacing vans used for AC Transit paratransit service. Vans are operated and replaced by paratransit contractor. FTA funds programmed annually in lieu of programming for	2013 TIP Development - Update RTP ID; Update the project title and description to better reflect the scope of the project which is to finance the cost of replacing paratransit vans	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
ALA990054	240386	Alameda	Tinker Avenue Reconfiguration	Alameda: On Tinker Avenue btw Webster St and 5th St; Reconfigure Intersection including the construction of a 4 Ln. extension to Tinker Ave, Install signals, and modify Webster St Tube off-ramp.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
ALA990076	240382	AC Transit	AC Transit: ADA Paratransit Assistance	AC Transit: ADA Paratransit Operating Subsidy.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
ALA990077	94527	LAVTA	LAVTA: ADA Paratransit Operating Subsidy	LAVTA: ADA Paratransit Operating Subsidy	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
ALA990091	240381	Caltrans	Bay Trail (Union City Segment)	In Union City: - Bay Trail; Construct Union City Segment of Bay Trail.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
ALA991070	94526	AC Transit	AC Transit: Preventive Maintenance Program	AC Transit: Preventive maintenance for agency fleet and related equipment.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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ALA991077	240381	Alameda County	E. 14th St/Mission Blvd Streetscape	Alameda County: On East 14th St./Mission Blvd between Thrush St and Rufus Court; Construct "bulb-outs" in conjunction with larger streetscape improvement in redevelopment area. HPP #308	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update funding plan to remove RTP LRP funds and reprogram $548K in PE HPP from FY11 to FY14 and $2M in Other Local funds	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
ALA991081	230170	Oakland	42nd Ave. & High St. I-880 Access Improv.	Oakland: Widening and re-alignment of local streets in the vicinity of the I-880/42nd & High interchange. Includes modified traffic signals and intersection improvements.	2013 TIP Development - Update RTP-ID and funding plan to change RTP-LRP funds to Other Local funds	NON-EXEMPT	2015
BRT030001	240375	VTA	BART - Berryessa to San Jose Extension	BART: Extend BART from Berryessa Station to San Jose and Santa Clara. (Please see expanded project description for more details.)	2013 TIP Development - Update RTP ID and funding plan to remove project development phases and update construction funding	NON-EXEMPT	2030
BRT030004	94525	BART	BART Train Control Renovation	BART: Replace obsolete elements and subsystems of the train control system.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
BRT030005	94525	BART	BART: Traction Power System Renovation	BART: System wide: Replace obsolete elements and subsystems of the traction power system to maintain and improve reliability and safety	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
BRT050003	22636	BART	BART Transbay Tube Seismic Retrofit	San Francisco: Transbay Tube; Seismically retrofit the BART Tube/Tunnel which connects Oakland to San Francisco.	2013 TIP Development - Update funding plan to add in $10.797M in FY06 ENV RM2 funds and retain in the TIP for informational purposes as the project is on-going	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
BRT97100B	94525	BART	BART: Rail, Way and Structures Program	BART: Systemwide; Replace worn out mainline rail and make other timely reinvestments in way.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
BRT990002	21131	BART	BART Oakland Airport Connector	The Oakland Airport Connector Project will provide a 3.2 mile Automated Guidwaqy Technology (AGT) system to link the BART Coliseum station to the Oakland International Airport on exclusive right-of-	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram $105.7M in Local funds from FY11 to FY13 and reduce FY12 Other Local by $300K	NON-EXEMPT	2015
BRT99T01B	94525	BART	ADA Paratransit Capital Accessibility Improve	BART: At various stations: Capital Access Improvements Program including, station elevator improvements, installation of hands-free emergency telephones, and tactile stair tread replacement	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
CC-010002	240745	Caltrans	SR 24 - Caldecott Tunnel 4th Bore	Orinda/Oakland: Caldecott Tunnel SR 24; Develop and construct a 2-lane bore north of the existing tunnels. The scope is inclusive of Caltrans EAs: 294901, 294911, 29421, 29431 and 29494	2013 TIP Development - Update RTP ID	NON-EXEMPT	2040
CC-010021	240365	BART	Richmond Transit Village Transit & Ped Imps	Richmond: Richmond Transit Village; Construct pedestrian path & transit improvements at Transit Village. (Project Sponsor is BART and Richmond). MTC Housing Incentive Program (HIP) project.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing and update the Plan Bay Area RTP ID	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
CC-010023	21205	CCTA	I-680 / SR 4 I/C Reconstruction - Phases 1-5	At I-680/SR4: Reconstruct I-680/SR4 I/C, provide 2 lane direct connector from NB 680 to WB SR4 w/slip ramps at Pacheco Blvd, 2 lane direct EB SR4 to SB I-680, and widen SR4 in the vicinity of the I/C by	2013 TIP Development: Updated funding plan to reflect schedule delay and increase total project cost to $425.326M	NON-EXEMPT	2020
CC-030001	21208	AC Transit	Richmond Prkwy Transit Center Parking	Richmond: Adjacent to I-80 at the Richmond Parkway Transit Center; Provide up to 800 parking spaces, improve transit facilities and improve bicycle/ped. access. (OLD TIP ID - CC-010028).	2013 TIP Development: Update RTP ID and the funding plan to reduce $11.7M in FY14 CON Other Local funds and update RM2 funds	NON-EXEMPT	2015

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CC-030002	21210	Hercules	Hercules Intercity Rail Station - Phase 1	Rail Station Site & Access: Construct platform, realign tracks, construct necessary infrastructure like: creek realignment, utility relocation, retaining walls, transit loop & related bridges.	2013 TIP Development. Updated funding plan and transferred STIP TE Funding to TIP ID CC-090065 Hercules (Bio-Rad) Bay Trail.	NON-EXEMPT	2015
CC-030003	240365	BART	Richmond BART Parking Structure	Richmond: Richmond BART station; Construct six (6) level parking structure and an additional 120 long-term parking spaces.	2013 TIP Development - Retain in the TIP for informational purposes as the project is nearing completion.	NON-EXEMPT	2040
CC-030004	22614	Martinez	Martinez Intermodal Station Parking Expansion	Expand parking at the Martinez Intermodal Station from 175 spaces to 600 spaces. Project includes adding a pedestrian and a vehicular bridge to access the parking lot.	2013 TIP Development: Updated funding plan to change the fund source RTP-LRP funds to Other Local and Sales Tax and total project cost of $20M	NON-EXEMPT	2040
CC-030005	22602	CCTA	I-680 Auxiliary Lanes	Danville: I-680 between Crow Canyon Road and Sycamore Valley Rd.; Construct Auxiliary Lanes in both directions.	2013 TIP Development - Update RTP ID	NON-EXEMPT	2015
CC-030011	230693	Richmond	Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond: Dornan Drive/Garrard Blvd tunnel 1/4 mile south of Cutting Blvd; Repair tunnel and install post-construction monitoring system.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
CC-030025	21017	WCCTA	WCCTA: Preventive Maintenance Program	WestCat: Operating assistance to aid agency with preventive maintenance activities of its fleet.	2013 TIP Development - retain in the TIP as the program is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
CC-030028	98999	CCTA	SR 4 East Widening from Somersville to SR 160	Expand SR4 from Somersville to SR160; Expand Hwy from 4 to 8 lanes including a wide median for transit from Somersville to Hillcrest and from 4 to 6 lanes from Hillcrest to SR 160. Project includes	2013 TIP Update: Revised funding amounts based on latest project estimate and CTC actions deprogramming CMIA and STIP funds.	NON-EXEMPT	2015
CC-030034	94558	CCCTA	CCCTA: Preventive Maintenance Program	CCCTA: Preventive maintenance program of agency fleet.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
CC-030035	21017	ECCTA	Tri-Delta: ADA Operating Assistance	Tridelta: Operating assistance to fund ADA Set Aside requirement.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
CC-030037	21017	ECCTA	ECCTA: Preventive Maintenance Program	TriDelta: Preventive Maintenance Program for agency fleet.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
CC-050002	21214	Antioch	Antioch - Wilbur Ave Bridge Widening	HBP: Antioch: BRIDGE No. 28C0054, On Wilbur Ave., over BNSF, Amtrak, and UP RR, 0.25 Miles east of Minaker Drive; Widen from 2 to 4 lanes, rehabilitate bridge & upgrade bridge railings.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project construction is ongoing.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2015
CC-050010	230596	CCCTA	Pacheco Transit Hub	Pacheco Transit Hub: Construct Bus Transfer Station and expanded park and ride facility	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram $93K in TFCA, $507K in Other Local and $800K in Prop 1B funds from FY11 to FY13	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2015
CC-050025	21211	BART	E-BART - East Contra Costa Rail Extension	Pittsburg/Antioch: East Contra Costa County; Extend Rail Service from the Pittsburg/Bay Point Station into eastern Contra Costa County	2013 TIP Development - update funding plan with no net cost change	NON-EXEMPT	2020
CC-050028	22353	CCTA	I-680 SB HOV Lane Gap Closure	Construct a HOV lane from North Main Street to Livorna in the southbound direction.	2013 TIP Development - Update funding plan to add in $51M in RTP-LRP and $29 M Sales Tax in FY19 for CONS	NON-EXEMPT	2020
CC-050029	21017	ECCTA	Tri-Delta: Park and Ride Facility Land Purchase	Antioch: southeast corner of Delta Fair Blvd and Standard Oil Ave: Purchase & develop land for park and ride facility.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2040
CC-050030	98198	CC County	Contra Costa County Vasco Road Safety Improvements	Contra Costa County: Vasco Rd from Walnut Blvd to the Alameda/Contra Costa County line: Road improvements including concrete median, pavement widening as necessary and other straightening,	2013 TIP Development - update funding and RTP funds to 2019	NON-EXEMPT	2020
CC-050074	21210	WCCTA	Hercules Intermodal Station Improvements	Hercules: Intermodal Station along the capitol corridor: Various passenger and station improvements.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2015

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
CC-050075	240386	Danville	Crow Canyon/Camino Tassajara Intersection Imps	Danville: Camino Tassajara, fr Sycamore Valley Rd to Eastern Town limits & Crow Canyon, fr Camino Tassajara to Southern town limits: pavement rehab incl. signal, drainage, spot Sidewalk, curb/gutter &	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
CC-050076	22355	Richmond	I-80/Central Avenue Interchange Modification	At I-80/Central Ave; Modifications and reconfiguration to interchange (Ph 1, federal funded) and connecting Pierce & San Mateo streets south of Central Ave. (Ph 2, local funded) plus some traffic	2013 TIP Development - Update funding plan to reflect schedule delay	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2020
CC-070004	22607	Antioch	Somersville Road Widening	Antioch: On Somersville Road between James Donlon Blvd and CCWD canal south of Buchanan Rd; Widen divided roadway.	2013 TIP Development - Update funding plan.	NON-EXEMPT	2040
CC-070005	22607	Antioch	Hillcrest Ave Extension	Antioch: On Hillcrest Avenue between Prewett Ranch Rd and San Creek Road; Construct new 4 lane divided extension.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram ENV to FY13, PSE to FY16, and CON to FY19 and change the source of funds for $2M in	NON-EXEMPT	2040
CC-070006	22607	Antioch	Sand Creek Road Extension	Antioch: On Sand Creek Road between Hillcrest and Deer Valley Road; Construct new 2 lane extension.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram ENV to FY13, PSE to FY16, and CON to FY19 and change the source of funds for $2M in	NON-EXEMPT	2040
CC-070007	230288	Antioch	Antioch - Empire Road Widening	Antioch: On Empire Avenue between Lone Tree Way and UPRR/Antioch City limits; Widen from 2 to 4 lanes.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram ENV to FY13, PSE to FY16, and CON to FY17	NON-EXEMPT	2020
CC-070008	22607	Antioch	Laurel Road Extension	Antioch: On Laurel Road between Hillcrest and SR4 Bypass; Construct new 4 lane divided extension.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram ENV and PSE to FY13, ROW to FY15 and CON to FY19	NON-EXEMPT	2040
CC-070009	22607	Antioch	Slatten Ranch Road Extension - Lone Tree to Laurel	Antioch: On Slatten Ranch Road between Lone Tree Way and Laurel Road; Construct new 4 lane road.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram ENV and PSE to FY13 and CON to FY15	NON-EXEMPT	2040
CC-070010	22607	Antioch	Antioch - Wild Horse Road Extension	Antioch: On Wild Horse Road between Hillcrest and SR4 Bypass; Construct new 2 lane arterial.	2013 TIP Development - Update funding plan.	NON-EXEMPT	2040
CC-070011	230250	Brentwood	SR4/Brentwood Boulevard Widening - North (Phase I)	Brentwood: Widen SR4/Brentwood Boulevard from 2 to 4 lanes; Phase I: From Marsh Creek to Delta, including widening of bridge over Marsh Creek. traffic signal modifications, and utilities undergrounding.	2013 TIP Development - Update funding plan and scope (to match RTP scope)	NON-EXEMPT	2015
CC-070012	22607	Brentwood	SR4 (Brentwood Boulevard) Widening (South)	Brentwood: On SR4 (Brentwood Blvd) between Chestnut Street to Fir Streets; Widen from 2 to 4 lanes in each direction.	2013 TIP Development - Update funding plan to reprogram CON phase funds to FY14	NON-EXEMPT	2040
CC-070013	230249	Brentwood	Lone Tree Way Undercrossing	Brentwood: On Lone Tree Way at the UPRR track; Construct 6-lane grade separation undercrossing.	2013 TIP Development - Update funding plan to reprogram CON phase funds to FY13	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2015
CC-070014	22607	Brentwood	Lone Tree Way Widening	Brentwood: On Lone Tree Way between O Hara Ave and SR4; Widen from 2 lanes to 4.	2013 TIP Development - Update funding plan to reprogram ROW phase and CON phase to FY19 as LRP funds.	NON-EXEMPT	2040
CC-070015	22607	Brentwood	Central Blvd Widening (Phase II)	Brentwood. On Central Blvd btw Griffith Ln and the intersection of Central and Dainty Ave; Widen bridge and roadway from 2 to 4 lanes.	2013 TIP Development - Update funding plan to add in $500K in FY15 ROW Other Local funds, $100K in FY13 ENV Other Local funds and reprogram CON phase funds to FY22 in LRP funds.	NON-EXEMPT	2040
CC-070018	98133	CC County	Pacheco Blvd Widening and Realignment	Martinez: On Pacheco Blvd between Blum Rd and Arthur Road; Widen roadway to 2 lanes in each direction and realign. Project will be constructed in phases.	2013 TIP Development - Update the funding plan to reprogram ENV, PSE and ROW phases to FY15, reprogram CON to FY20, reduce PSE Other Local by $500K and add $1.52M in CON RTP-LRP funds	NON-EXEMPT	2030

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
CC-070020	21225	CC County	Carquinez Scenic Drive, SF Bay Trail Segment	On Carquinez Scenic Drive between Martinez and Port Costa: Repair and reconstruct 1.7 mile trail and construct a Class I multi-use bicycle/pedestrian trail.	2013 TIP Development - Retain in the TIP for informational purposes as the project is on-going	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-070022	22351	CCTA	I-680 NB HOV Lane Extension	Walnut Creek/Pleasant Hill/Concord: On I-680 between Main St and SR242; Extend Northbound HOV lanes.	2013 TIP development - Update project schedule and change the funding year for RTP-LRP funds from FY 2015 to FY2019 for both CON and ROW Phases and increase project cost by $4M	NON-EXEMPT	2020
CC-070024	22388	Concord	SR 242 / Clayton Road Interchange Improvements	Concord. Construct NB on-ramp and SB off-ramp at the SR242/Clayton Rd Interchange	2013 TIP Development - Update RTP ID and funding plan to reprogram ENV phase to FY13, PSE phase funds to FY16, ROW phase funds to FY18 and CON phase funds to FY19	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2020
CC-070025	22390	Concord	SR4/Willow Pass Interchange Improvements	Concord. SR4/Willow Pass Rd. interchange improvements to accommodate traffic generated by the development of the Naval Weapons Station.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram ENV to FY13, PSE to FY17 and ROW and CON to FY19 and change the fund source for $3M	NON-EXEMPT	2020
CC-070026	98194	Concord	Commerce Avenue Extension	Concord: Commerce Avenue over Pine Creek to Waterworld Parkway; Extend roadway.	2013 TIP Development - Update RTP ID	NON-EXEMPT	2015
CC-070027	230216	Concord	Waterworld Parkway Extension and New Bridge	Concord: Waterworld Parkway between Commerce Avenue and Meridian Park Boulevard; Construct a two-lane bridge over Walnut Creek connecting both roadways.	2013 TIP Development: Update funding to reflect a project cost of $7.748M. Shift CON phase to FY 19 with LRP funding.	NON-EXEMPT	2030
CC-070028	22609	Concord	Panoramic Drive Extension	Concord: On Panoramic Drive from North Concord/Martinez BART Station to Willow Pass Road; Construct a two-lane roadway and Class I trail.	2013 TIP Development: Update funding plan to reflect delay in the project schedule and to reprogram CON phase to FY19	NON-EXEMPT	2030
CC-070033	21225	EB Reg Park Dis	Conta Costa Parks Bike/Ped Trail Improvements	Contra Costa County: Various County Parks; Various bicycle and pedestrian trail improvements.	2013 TIP Development - Update RTP ID; Update the regional air quality description from Non-Exempt to "EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities" to better reflect the project scope	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-070035	22360	San Pablo	Reconstruct I-80/San Pablo Dam Rd Interchange	San Pablo: At the I-80/San Pablo Dam Rd interchange and adjacent interchanges; Upgrade and improve interchange including provisions for bicyclists and pedestrians. Project will be contructed in multiple	2013 TIP Update - Phase 1 construction delayed from FY15 to FY16. LRP and other Local funds on Phase 2 delayed to FY19. Funding breakdown between phases also revised.	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2020
CC-070036	22352	San Ramon	I-680 Direct Access Ramps	San Ramon: I-680/Norris Canyon or Executive Parkway; Construct Carpool and bus on-and off-ramps; additionally reconstruct overcrossing and widen median	2013 TIP Development - Update funding plan to reflect delay in the project schedule and to reprogram ENV phase to FY13, PSE phase to FY15, a portion of ROW phase to FY17 and remainder of ROW and	NON-EXEMPT	2020
CC-070038	22609	Martinez	I-680/Marina Vista I/C Improvements	Martinez: I-680/Marina Vista I/C; Improvements including realignment of off-ramp, increased deceleration/acceleration distance for existing NB/SB traffic plus Bike/Ped facilities.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram ENV to FY14, PSE to FY15, ROW and CON to FY19 and change the fund source for ENV and	NON-EXEMPT	2030
CC-070041	230238	Pittsburg	California Avenue Widening	Pittsburg: On California Avenue between Loveridge Road and Railroad Avenue; Widening from 2 to 4 lanes.	2013 TIP Development: Update funding plan to reflect delay in the project schedule and to reprogram ROW and CONST phase to FY19	NON-EXEMPT	2020
CC-070043	230237	Pittsburg	West Leland Extension, Phase II	Pittsburg: On Leland Road from San Marco Blvd. to Willow Pass Rd.; Extend roadway.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram ENV to FY13, PSE to FY14, and ROW and CON to FY19	NON-EXEMPT	2020
CC-070044	230236	Pittsburg	Pittsburg-Antioch Highway Widening	Pittsburg: Pittsburg-Antioch Highway from Somersville Rd to Loveridge Rd; Widen from 2 to 4 lanes with turning lanes.	2013 TIP Development - Update funding plan and delay LRP funds to FY19 for Construction	NON-EXEMPT	2020

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CC-070045	230233	Pittsburg	James Donlon Extension (Buchanan Rd Bypass)	Pittsburg: James Donlon Blvd from Ventura Dr. to Kirker Pass Road; Construct 2 lane roadway.	2013 TIP Development: Update funding plan to change Other Local to LRP and delay to FY19	NON-EXEMPT	2020
CC-070046	230218	El Cerrito	Del Norte Area TOD Bike/Ped/Transit Access Imps	Del Norte Intermodal Station: Transit Oriented Development and access improvements (transit connections include BART, bus, express bus, bicycle, and pedestrian).	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram ENV to FY13, PSE to FY14, ROW to FY15 and CON to FY16 and FY19 and change the fund	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2020
CC-070047	22610	Richmond	Griffin Drive Railroad At-Grade Crossing	Richmond/San Pablo: RR crossings at Griffin and John Avenue; Replace grade separation & expand from 2 to 4 lanes with a protected ped/bike path & protected crossing/updated warning signs.	2013 TIP Development - Update RTP ID	NON-EXEMPT	2040
CC-070048	230205	St. Rte. 4 BA	SR4 Bypass: Sand Creek to Balfour Rd	Brentwood: SR4 Bypass between Sand Creek Rd & Balfour Rd.; Widen from 2 lanes to 4 lanes.	2013 TIP Development: Update funding plan to remove RTP-LRP funds from the TIP and increase the Other Local funds in FY14 to $10M	NON-EXEMPT	2020
CC-070049	230202	CCTA	SR4 Bypass: Laurel Rd to Sand Creek	Brentwood: SR4 Bypass from Laurel Road to Sand Creek Road; Widen from 2 lanes to 4 lanes.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2020
CC-070050	22609	Walnut Creek	Pleasant Hill Geary Road Widening Phase 3	Walnut Creek: Improve Geary Road from Putnam Blvd to Pleasant Hill Rd.; Provide one lane in each direction, center two way left turn lane, bike lanes and sidewalks, and signal improvement at Pleasant Hill	2013 TIP Development -Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reflect delay and change the source for $6.54M in CON from XGEN to Salestax; change implementing	NON-EXEMPT	2030
CC-070051	22610	Hercules	SR4/Willow Avenue Ramps	Hercules: SR4/Willow Avenue Ramps; Relocate and realign ramps.	2013 TIP Development - update funding plan	NON-EXEMPT	2040
CC-070053	230206	CCTA	SR4: Balfour Road Interchange	Brentwood: Balfour Road/SR4; Construct new interchange.	2013 TIP Update: Change funding plan to reprogram PE phase to FY13, ROW phase to FY13 and CON phase funds to FY14 and change the fund source from RTP-LRP funds to East Contra Costa Regional	NON-EXEMPT	2015
CC-070054	98222	CCTA	SR4 /SR160 Interchange and Connectors	Oakley: SR 160 at SR 4; Construct direct connectors; SB160 to EB 4 and WB 4 to NB 160.	2013 TIP Development - Update RTP ID	NON-EXEMPT	2020
CC-070057	230203	CCTA	SR4 Bypass: Sand Creek Interchange	Brentwood: Sand Creek Rd at SR4 Bypass; Construct interchange.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2020
CC-070062	22122	WETA	Richmond Ferry Service	WETA: Implement new ferry transit service between Richmond and San Francisco.	2013 TIP Development - Update funding plan to increase project cost to $42,362,500	NON-EXEMPT	2015
CC-070063	21225	EB Reg Park Dis	Atlas Road - New Bridge and Roadway Extension	Richmond. Point Pinole Regional Shoreline; Extend Atlas road and construct new 2 lane road bridge with a separated ped/bike trail across UPRR tracks.	2013 TIP Development - Retain in the TIP for informational purposes and to update funding as the project is ongoing with CON funds in FY12	NON-EXEMPT	2040
CC-070065	230289	Oakley	SR4 Realignment in Oakley	Oakley: West of Vintage Parkway to Main ST/2nd St.; Realign and widen a half-mile from 2 to 4 lanes including traffic signals.	2013 TIP Development - update funding plan to reprogram PE phase to FY13, ROW phase to FY19 and CON phase funds to FY19	NON-EXEMPT	2020
CC-070067	21225	CCTA	Mokelumne Trail Bike/Ped Overcrossing	Brentwood: Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at State Route 4 in Brentwood.	2013 TIP Development - Update funding plan to reduce total project cost by $500K and clarify fund sources	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-070074	240365	El Cerrito	San Pablo Avenue Streetscape	El Cerrito: Along San Pablo Avenue (SR 123) from the Southern City limit to Northern City limit; Development of pedestrian, transit stop, and streetscape improvements (TLC).	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
CC-070075	230291	CC County	Kirker Pass Road NB Truck Climbing Lanes	Unincorporated Contra Costa County: On Kirker Pass Road; Construct north truck climbing lanes to improve traffic flow.	2013 TIP Development-Decrease the project scope to only NB lanes; update the funding plan to decrease total cost from $20M to $10.2M, delay all phases and change the source for $5.6M from Other	NON-EXEMPT	2020
CC-070077	22607	Brentwood	John Muir Parkway Extension (Phase I)	Extend and widen to 1 lane + 1 bike lane per direction from Foothill Dr. extension to Ventura Dr. and extend Foothill Dr. to new John Muir Pkwy (1 lane + 1 bike lane per direction).	2013 TIP Development - Update RTP ID and funding plan to reprogram RTP-LRP funds to FY19	NON-EXEMPT	2040

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CC-070078	22607	Brentwood	John Muir Parkway Extension: Ph. II	Extend John Muir Parkway northerly from Briones Valley Rd to a logical termini on Concord Avenue (1 lane + 1 bike lane per direction).	2013 TIP Development - Update RTP ID and funding plan to reprogram RTP-LRP funds to FY19	NON-EXEMPT	2040
CC-070079	22607	CC County	Byron Hwy Extension	Byron: On Byron Highway between Bethel Island and Delta Road. Construct bridge over Rock Slough and extend road as a 4-lane facility (2 lanes in each direction).	2013 TIP update. Delay project schedule and funding plan. Shift CON phase to FY20 with LRP funds.	NON-EXEMPT	2040
CC-070081	22607	CC County	Byron Highway - Vasco Road Connection	Construct an east-west connection road between Byron Highway and Vasco Road.	2013 TIP Update. Update funding plans to reflect project delay. Shift CON funds from FY14 to FY22 with LRP funds.	NON-EXEMPT	2040
CC-070084	21225	Pittsburg	Bailey Road Transit Access Improvements	Pittsburg: Bailey Road/BART/Maylard Road area; Pedestrian crossing improvements to BART station including sidewalk widening, security lighting	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-070085	240365	Martinez	Martinez - Marina Vista Streetscape	Martinez: On Marina Vista Ave; Add bicycle lane, pedestrian crossings, bulbouts, brick sidewalks, pedestrian scale streetlights and street trees (TLC).	2013 TIP Development - Retain in the TIP for informational purposes until final payment is received.	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
CC-070086	230321	Hercules	Refugio Bridge - Bike, Ped & Vehicle Connectivity	As an element of the Hercules Intermodal Transit Center, Refugio (aka Bayfront) Bridge will create a bike/ped link to the Hercules Intermodal Transit Center & addit. access from Bayfront Blvd & John Muir	2013 TIP Development. Update funding plan; project is an element of the Hercules Intermodal Transit Center	NON-EXEMPT	2020
CC-070087	21225	CC County	Montalvin Manor Ped & Transit Access Imps	Contra Costa County: Improve safety and accessibility to school by extending sidewalk up Kay Rd from San Pablo Ave to Rachel Rd and construct sidewalk, drainage improvements, bike lanes and bus	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram funds between years and phases and add $513K in Other Local; Retain in the TIP for	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-070092	21017	ECCTA	ECCTA: Transit Bus Replacements	Tri-Delta Transit: Replace 42 transit bus with similar buses.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
CC-090001	230693	Danville	Diablo Road Imps. - Green Valley to Avenida Neuva	On Diablo Road: add EB left turn pocket at Clydesdale Dr; drainage improvements; replacement of 1300 LF retaining wall between Green Valley Rd and Clydesdale Dr; overlay; replace guardrail.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram CON to FY17	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
CC-090002	230239	Pleasant Hill	Pleasant Hill - Buskirk Avenue Widening	Widen Buskirk Avenue from Monument Boulevard to Hookston Road. Install new traffic signal at the intersection of Buskirk Avenue/Clarie Drive and Buskirk Avenue/southern entrance to Crossroads	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update funding plan to reprogram CON phase to FY13 and change the regional air quality description to non-exempt	NON-EXEMPT	2015
CC-090003	230318	CC County	North Richmond Truck Route Extension	Complete preliminary engineering, environmental review and initiate right-of-way acquisition for extension of Soto Street (two lane facility) from Market Avenue to Parr Blvd. Construction is planned for	2013 TIP Development - Update funding plan to reflect delay in the project schedule. Shift ROW and CON phases (with LRP funds) to FY20 and FY21 and reduce cost to $19.92M	NON-EXEMPT	2030
CC-090004	22402	Danville	San Ramon Valley Bus Program	In San Ramon Valley: Operate a school bus program starting in FY 2010 in the peak hours to relieve congestion near schools in the San Ramon and Danville area	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
CC-090005	21225	Martinez	Martinez - Court Street Overcrossing, Phase 1	Construct a 19-foot wide bicycle, pedestrian, and emergency vehicle Overcrossing to span DiMaggio Drive, the four tracks of UPRR and Marina Vista to connect North Court St. in the Waterfront Park, with	2013 TIP Development: Update the funding plan to reprogram ENV to FY13, PSE to FY14, and ROW and CON to FY19 and change the fund source for ROW and CON to RTP-LRP	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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CC-090008	22610	Hercules	Central Hercules Arterial Improvements	Central Hercules: Arterial Improvements including roadway expansion and various other improvements for express bus and rail transit facilities. Project will increase capacity and improve context	2013 TIP Development - Update funding plan and delay RTP-LRP funds for all phases other than PE. The PE phase is programmed in FY18	NON-EXEMPT	2040
CC-090009	230321	Hercules	Construct Phase 2 of Hercules Intermodal Station	Hercules: Construction of Hercules Intermodal Station Phase 2 - Station Building, Pedestrian Bridge to platform, Transit Loop and Related Bridges, Track and Signal work, Surface Parking. Project will be	2013 TIP Development - Update RTP ID and funding plan to reprogram RTP-LRP funds to FY19 and increase total project cost to $47.39M	NON-EXEMPT	2020
CC-090010	240738	Caltrans	Double rail track btw Oakley & Port Chicago	CC County: Double the existing rail track between Oakley and Port Chicago by constructing second main track, crossovers, and related track and signal work.	2013 TIP Development - Retain in the TIP for informational purposes as the project is on-going	NON-EXEMPT	2040
CC-090011	230253	Antioch	Fitzuren Road Widening & Realignment	Replace the old 2-lane Fitzuren Road with a new 4-lane divided arterial including shoulders/bike lanes, park and ride, and sidewalks	2013 TIP Development: Update funding plan to bring LRP funds to FY19	NON-EXEMPT	2020
CC-090013	230232	Antioch	Construct new interchange at Route 4/Phillips Lane	Antioch: Construct new interchange at the intersection of Route 4/Phillips Lane	2013 TIP Development - Update funding plan. Involves moving LRP funds to FY19.	NON-EXEMPT	2020
CC-090015	230274	Oakley	Main Street Widening	In Oakley: Widen Main Street to 6 lanes from State Route 160 to Big Break Road	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram PE to FY13, ROW to FY13, and CON to FY17 and FY19; Update the description to reflect the	NON-EXEMPT	2020
CC-090017	22610	Pinole	Widen Pinole Valley Road ramps at I-80	Pinole: Pinole Valley Road ramps at I-80: Widen to provide dedicated right turn lane on eastbound on-ramp and bus turnout/shelter on westbound on-ramp	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update funding plan to reprogram PE to FY13, ROW to FY14 and CON to FY15	NON-EXEMPT	2040
CC-090018	230084	Richmond	Marina Bay Parkway Grade Separation	Richmond: Marina Bay Parkway between Regatta Boulevard and Meeker Avenue: construct a roadway undercrossing in place of an existing grade crossing	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram ROW to FY13 and change the fund source for $10.9M in ROW and CON funds from Other	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2015
CC-090019	240629	San Ramon	Bollinger Canyon Road Widening (Alcosta to SRVB)	Widen Bollinger Canyon Road between Alcosta Blvd and San Ramon Valley Blvd from six to eight lanes	2013 TIP Development	NON-EXEMPT	2015
CC-090021	240167	Brentwood	Brentwood Blvd North Widening - Phases II & III	Widen Brentwood Boulevard from existing 2-lanes to 4-lanes; Phase II: between Sunset Rd and Lone Tree Way and Phase III: from Lone Tree Way to Delta Rd.	2013 TIP Development: Update funding plan to reprogram PE phase to FY13, ROW phase to FY19 and CON phase to FY20 in RTP-LRP funds.Reduced overall cost to match RTP amount	NON-EXEMPT	2040
CC-090022	230307	CC County	Contra Costa Co. Camino Tassajara Widening	Realign and widen Camino Tassajara Road from 2-lanes to 4-lanes, including paved shoulders for Class II bike lanes in both directions from Windemere Parkway to the Alameda/Contra Costa County line.	2013 TIP Development - Update funding plan to delay project schedule. Shift ROW and CON phases to FY19 with LRP funds	NON-EXEMPT	2020
CC-090023	230212	Concord	Concord Clayton Road/Treat Blvd Intersection Imps.	Concord: Clayton Rd and Treat Blvd: Constructing geometric improvements and upgrade traffic signal to improve operational efficiency and increase capacity	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reduce PE by $40K, reduce ROW by $40K and reprogram CON to FY13; Clarify the project description	NON-EXEMPT	2015
CC-090024	98134	CC County	Dougherty Road widening	Dougherty Rd Widening from Bollinger Canyon Road (north) to Rancho Park Loop.	2013 TIP Update. Update funding plan shifting ROW and CON phases to FY19 and FY20 with LRP funds and reduce cost to $33.6M.	NON-EXEMPT	2040

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CC-090026	98115	Concord	Ygnacio Valley/Kirker Pass Roads Widening	Concord: Ygnacio Valley / Kirker Pass Roads from Michigan Boulevard to Cowell Road: widen from 4 lanes to 6 lanes	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram CON to FY19; Reformat the project description with no change in project scope	NON-EXEMPT	2020
CC-090032	240738	Caltrans	Richmond Rail Connector	Construct an at-grade rail connection between BNSF's Stockton Subdivision and UP's Martinez Subdivision north of Richmond, in San Pablo. It is a phased project	2013 TIP Development - Update RTP ID	NON-EXEMPT	2040
CC-090035	22425	MTC	Regional Planning Activities and PPM - CC County	Contra Costa: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
CC-090036	230185	ECCTA	Tri Delta Transit Park and Ride Lots	ECCTA: Brentwood; Purchase land for park-and-ride intermodal facility to support E-BART and Express bus networks.	2013 TIP Development ¿ Update RTP-ID	NON-EXEMPT	2015
CC-090039	21017	ECCTA	Tri-Delta: Install Clipper Fareboxes	Tri Delta Transit: Clipper Compatible fare boxes for new buses	2013 TIP Development - Retain in the TIP for informational purposes as the project is on-going	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
CC-090063	21225	BART	BART Community Information Wayfinding	Contra Costa County: Multiple BART Stations: Wayfinding kiosks that provide destination maps at BART stations and other key locations.	2013 TIP Development - Retain in the TIP for informational purposes as the project is on-going	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks	2040
CC-090064	21225	Lafayette	Lafayette - Pleasant Hill Road South Bike/Ped Imps	Lafayette: Both sides of Pleasant Hill Road between Condit Road and Olympic Blvd: Construct multi-purpose pathways and bike lanes by narrowing the travel lanes.	2013 TIP Development- Retain in TIP as project is on-going	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-090065	21225	Hercules	Hercules (Bio-Rad) Bay Trail	As an element of the Hercules Intermodal Transit Center, construct 0.53-miles of SF Bay Trail in Hercules behind Bio-Rad facility at the end of Alfred Nobel Drive. the project will require the construction of	2013 TIP Development - update funding plan	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-090066	21225	El Cerrito	Moeser & Ashbury Ped/Bike Corridor Improvements	El Cerrito: Ashbury Ave: construct new sidewalk, Class II and III bikeways, and intersection improvements; Moeser Lane: construct new sidewalk, Class II and III bikeways and retaining wall	2013 TIP Update. Update project schedule & funding to add $10K in PSE Other Local in FY 2010 to cover design costs and add $78K of CON Other Local in FY13 to cover awarded construction contract.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-090067	21225	Concord	Monument Corridor Pedestrian and Bikeway Network I	In Concord: Construct 12-foot wide, asphalt-paved Class I Bikeway from the Monument Blvd/Mohr Ln intersection to Victory Ln at Linden Dr, then continues across Victory Ln until Mayette Ave; including	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-110001	230693	San Pablo	El Portal Drive Rehabilitation / Gateway Phases II	El Portal Drive from Road 20 to Gateway section, pavement resurfacing, streetscape and median reconstruction, intersection improvements, traffic signal interconnect, and elimination of an uncontrolled	2013 TIP Development: Update funding plan to reflect delay in the project schedule and to reprogram the PE phase to FY13, ROW phase to FY14 and CON phase to FY15	NON-EXEMPT	2040
CC-110002	230612	WETA	Martinez Ferry Service	WETA: Martinez: Implement ferry transit service between Martinez and San Francisco.	2013 TIP Development - Retain in the TIP for informational purposes as the project is on-going	NON-EXEMPT	2040
CC-110003	230612	WETA	Antioch Ferry Service	WETA: Antioch: Implement ferry transit service between Antioch and San Francisco. Keep project in the TIP for future use.	2013 TIP Development - Retain in the TIP for informational purposes as the project is on-going	NON-EXEMPT	2040
CC-110005	240365	El Cerrito	El Cerito Central Ave & Liberty St Streetscape Imp	El Cerrito: On Central Ave, San Pablo Av to the Ohlone Greenway Trail & Plaza BART Sta, and on Liberty St, Central Ave to Fairmount Ave. Streetscape Improvements	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update project schedule and funding plan to add $160K of CON Other Local in FY13. Clarify expanded description to reference	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

* Projects with Conformity Analysis Years of 2040 reference programmagtic projects or project with a planned completion date after 2030 in Plan Bay Area.

TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
CC-110006	240365	Lafayette	Lafayette Downtown Bike/Ped Imp & Streetscape	Downtown Lafayette: Mt. Diablo Blvd. from Oak Hill Rd. to Mtn. View Dr., including Happy Valley Rd. Renovate/widen SW; install bike racks, enhanced crosswalks, curb bulbs, ped. scale lights, streetscape,	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes.	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
CC-110007	240365	Richmond	Richmond Transit Village: Nevin Imps BART-19th	On Nevin Ave bet 19th St and the BART Station, ped and bicycle street enhancements incl reconstruction of east entrance to the BART station, wide sidewalk, curb ramps, enhanced crosswalks, lighting,	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Revise project title	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-110009	230693	Brentwood	Brentwood 2012 Pavement Management Program	Brentwood: Sellers Ave between Chestnut St and South City limit; Sand Creek Rd between UPRR and 1900' W of Fairview Ave and O'Hara Ave between Sand Creek Rd and 2nd St, and Lone Tree Way between	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
CC-110010	230693	Concord	Concord Blvd Pavement Rehabilitation	Concord: on Concord Boulevard from Sixth Street to Bailey Road: Grind and replace the top 2.50 inches of asphalt concrete. Two recent sidewalk projects from Sixth Street to Sattler Drive have installed a	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
CC-110011	230693	Antioch	Antioch Various Streets Pavement Rehab	In Antioch: On Hillcrest Avenue from Larkspur to Davison, Putnam from G to Genterytown Drive and Contra Loma Drive from Long view to James Donlon Drive: Pavement rehab	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
CC-110012	230693	Pittsburg	Pittsburg Railroad Avenue Pavement Rehab	In Pittsburg: On Railroad Ave from Linscheid Dr. to the southern City limit, pavement rehab, upgrade of curb ramps, replacement of pavement markings and traffic loops, adjustment of manholes and valve	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
CC-110013	230693	Walnut Creek	Walnut Creek Various Arterials & Collectors Rehab	In Walnut Creek: On San Luis Rd(Larkey to Main), Montego(Ygnacio Valley to Tampico), California Blvd(Mt. Diablo to Botelho), California Blvd(Ygnacio Valley to Pringle) and Newell Ave(Main to Broadway);	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
CC-110015	240365	Hercules	Hercules New Town Center Complete Street	Hercules: Build pedestrian and bike facilities including landscaping, lighting, and other streetscape enhancements; Eastward from the existing pair of SR-4 freeway ramps to and including a new	2013 TIP Development - update funding plan to reprogram all phases to FY20	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
CC-110016	240365	Richmond	Richmond Transit Village: Nevin Imps 19th-27th	Richmond: On Nevin Ave bet 19th and 27th Streets, ped/bicycle improvements, traffic circle, lighting, curb ramps, upgrades to traffic signals, signage	2013 TIP Development. Update project funding plan and change project name	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
CC-110017	21225	Pittsburg	Pittsburg N. Parkside Dr. Bike Lanes and Sidewalks	Pittsburg: North Parkside Drive, from Railroad Avenue to Range Road, and Willow Pass Road, from Range Road to Loftus Road/Seasons Drive: Widen to add bike lanes and sidewalks.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-110018	21225	Richmond	Richmond Barrett Avenue Bicycle Lanes	In Richmond: On Barrett Avenue between Garrard Boulevard and San Pablo Avenue: construct a class II and III bicycle facility along both sides of Barrett Avenue.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
CC-110019	21225	Concord	Concord Monument Corridor Shared Use Trail	In Concord: Parallel to SR242 from Mayette Avenue/May Court to Meadow Lane: Construct a ½ mile shared use trail. The trail will be an alternate route for pedestrians and bicyclists traveling along	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-110031	240367	Richmond	SR2S - Nystrom,Coronado,Highland, Wilson & Wash.	In Richmond: In the vicinities of Nystrom, Coronado, Highland, Wilson, and Washington Elementary Schools: Implement engineering changes to pedestrian and bicycle routes to enhance the safety of	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-110048	21225	Orinda	Moraga Way Pedestrian Pathway	In Orinda: on Moraga Way between Ivy Drive south and El Camino Moraga, construct pedestrian pathway and improve crosswalks.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-110049	240367	Pleasant Hill	Central-East County SR2S Program	In various jurisdictions in Central-East Contra Costa County: SR2S outreach and education program	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
CC-110050	240367	Danville	San Ramon Valley Street Smarts SR2S Program	In various Contra Costa jurisdictions: Provide traffic safety education to students in grades K-12, better equipping them to make sound decisions when walking or bicycling to school. Deliver campaigns	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
CC-110051	240367	Pleasant Hill	Lisa Lane Sidewalk Project	In Pleasant Hill: Lisa Ln between Marcia Dr. and Fair Oaks Elementary School: Construct new concrete sidewalk along the north side of Lisa Lane, as well as new Class II bike lanes along both sides of Lisa	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-110052	240367	Brentwood	Brentwood Area Schools Bike/Ped Access Imps	Bentwood: Near three schools in the City of Brentwood: Improve pedestrian safety and access by providing safer crosswalk access across streets that serve three area schools	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
CC-110055	240365	Moraga	Moraga Way Streetscape	Moraga: Streetscape and safety improvements; sidewalk gap closures, safety enhancements, bus shelters, lighting, street tree planting and street furniture (including bike racks) on Moraga Way bet. Moraga	2013 TIP Development - Retain in the TIP for informational purposes as the project is on-going	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-110057	21017	WCCTA	WCCTA: Replace (5) 1999 35' Revenue Vehicles	WCCTA: Replace (5) 35' vehicles with (5) new 35' low floor vehicles	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
CC-110058	21017	WCCTA	WCCTA: Purchase of non revenue Service Vehicle	WCCTA: Purchase of non revenue service vehicle for Operations staff	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes	EXEMPT (40 CFR 93.126) - Purchase of support vehicles	2040
CC-110061	94558	CCCTA	CCCTA - Replace 10 40' buses - Hybrid	CCCTA: Replace 10 2000 40' hybrid buses that have reached the end of their useful life.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
CC-110062	94558	CCCTA	CCCTA: Replace 4 LINK Vans	CCCTA: Replace 4 2004 cut-away vans	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing2013 TIP Development - Project is ongoing - Keep in TIP	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
CC-110063	94558	CCCTA	CCCTA: Replace 4 Minivans	CCCTA: Replace 4 2004 mini-vans used for paratransit operations.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
CC-110064	94558	CCCTA	CCCTA: Maintenance Facility Rehabilitation	CCCTA Maintenance Facility: Replace and repair facility including replacement of in-ground and mobile lifts, door replacement, and maintenance exhaust system upgrade.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
CC-110065	94558	CCCTA	CCCTA: Inventory Asset Management System	CCCTA: Update the asset management software.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
CC-110066	22400	CCTA	SR 239 - New State Highway Study	SR 239 between SR4 in Brentwood and I-205 in Tracy: Conduct environmental and design studies to create a new alignment for SR239 and develop corridor improvements from Brentwood to Tracy.	2013 TIP Development - Update funding plan to add RTP-LRP funds in 2019 to increase project cost to RTP amount and changed all the phases to PE.	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
CC-110080	21017	ECCTA	ECCTA - Capital Maintenance-Fuel	ECCTA - Fuel costs as capital maintenance costs	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
CC-110081	240745	Caltrans	Oakley to Port Chicago, Track Seg. 3, Phase 2	Oakley to Port Chicago, Track Seg. 3, Phase 2	2013 TIP Development - Update RTP ID	NON-EXEMPT	2040
CC-110082	240457	BART	Walnut Creek BART TOD Access Improvements	Walnut Creek: In the vicinity of the Walnut Creek BART Station: construct public access improvements that are part of the proposed transit-oriented development	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2030
CC-110083	94558	CCCTA	Replace Diesel Trolleys with Electric TrolleyBuses	CCCTA: Replace four diesel trolleys with electric trolleys and install the associated infrastructure	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
CC-110084	21225	CC County	Canal Road Bicycle and Pedestrian Facilites	CC County: Canal Rd from Bailey Rd to Loftus Rd: Construct east and west bound bike lanes and close sidewalk gaps (2,350 ft in total length) on the north side of Canal Rd, other improvements include	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the expanded description to include a reference to RTP ID 22423	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-110092	21017	WCCTA	WCCTA Replace (8)1988 40' transit buses	WCCTA: Replace (8) 1988 40' vehicles with new 40' low floor Gillig vehicles.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
CC-110093	21017	WCCTA	WCCTA: Replace (1) 2003 40' transit buses	WCCTA - Replace (1) 2003 40' Gillig phantom with a 40' Gillig low floor diesel vehicle	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
CC-110094	21017	WCCTA	WCCTA - Replace (1) 40 foot diesel transit vehicle	WCCTA: Replace (1) 40' (2003) vehicle with (1) 45' over the road coach	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
CC-110095	94558	CCCTA	CCCTA: Replace 7 30' Buses	CCCTA:Replace 7 30' buses that have reached the end of their useful life.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
CC-110096	94558	CCCTA	CCCTA - Replace 6 22' Paratransit Vans	CCCTA: Replace 6 paratransit vans that have reached the end of their useful life	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
CC-110097	94558	CCCTA	CCCTA - Replace 4 Paratransit Minivans	CCCTA: Replaces 4 paratransit minivans.	2013 TIP Development - Update RTP ID; Update the project description to reduce the number of paratransit minivans being purchased from 6 to 4	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
CC-110098	94558	CCCTA	CCCTA - Purchase and Install 40 Elec. Cooling Fans	CCCTA: Purchase 40 electric cooling fans and install them on diesel buses currently in the fleet.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
CC-110099	94558	CCCTA	CCCTA - Replace 15 40' Buses	CCCTA: replace 15 40' Heavy Duty Diesel Transit Buses.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
CC-110100	94558	CCCTA	CCCTA - Replace 18 40' Buses	CCCTA: Replace 18 40' Heavy Duty Diesel Over the Road Buses that have reached the end of their useful life.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
CC-110101	21011	MTC	Local PDA Planning - Contra Costa	Contra Costa County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
CC-110102	22423	Richmond	Easy Go Richmond	In Richmond, expand Easy Go KIDS CAB and Bicycle Program using STP/CMAQ funds	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
CC-130001	21225	CC County	Bailey Road-State Route 4 Interchange	In Bay Point: At the Bailey Road-State Route 4 interchange; modify ramps to improve bicycle and pedestrian circulation.	2013 TIP Development - Amend in a new exempt multi-phase project totaling $8.9M	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2040
CC-130002	21211	BART	eBART Railroad Avenue Station	Design and construction of station at Railroad Avenue for the eBART project	2013 TIP Development - Amend in a new non-exempt multi-phase project totaling $18.5M	NON-EXEMPT	2020
CC-130003	21225	CC County	Bailey Road Bike and Pedestrian Improvements	The project calls for undergrounding of overhead utilities, reconstruct sidewalk, installation of bike lanes, and landscaping for community enhancement and beautification. (We will be seeking additional	2013 TIP Development - Amend in a new exempt multi-phase project totaling $12.76M	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
CC-990045	21017	WCCTA	WCCTA: ADA Paratransit Operating Subsidy	WCCTA: ADA Paratransit Operating Subsidy	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
CC-99T001	94558	CCCTA	CCCTA: ADA Paratransit Assistance	CCCTA: ADA Paratransit Assistance to transit agency.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
MRN010006	230105	Marin County	Tennessee Valley Bridge	Marin: Tennessee Valley Bridge; Reconstruct bridge no additional travel lanes. (Also See MRN990028 for PSE & ENV).	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2015
MRN010035	94572	GGBHTD	ACIS Radio Communications System	GGBHTD: Replace radio communications system on agency's bus fleet.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
MRN030010	94572	GGBHTD	GGBHTD: Fixed Guideway Connectors	Golden Gate Ferry: This project will replace/rehab fixed guideway connectors such as floats, floating barges, ramps, and gangways throughout the system.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
MRN030011	94572	GGBHTD	GGBHTD: Ferry Major Components Rehabilitation	Golden Gate Ferry: Rehab, replace major ferry components like propulsion & navigation systems, dry-dock, hull, interior and other components.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
MRN050001	21325	TAM	US 101 / Greenbrae Interchange Corridor Impts.	Marin: US 101 Greenbrae I/C Corridor Improvements: Sir Francis Drake To Tamalpais; Reconfigure interchange.	2013 TIP Development - Update RTP ID and update funding plan to increase total project cost to $154.8M	NON-EXEMPT	2020
MRN050012	240714	Caltrans	US 101 - Golden Gate Botanical Area Revegetation	Golden Gate Botanical Management Area: along US 101 from Golden Gate Bridge to Rodeo Ave; Native plant revegetation.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2040
MRN050014	240552	TAM	Central Marin Ferry Access Improvements	Central Marin: From the southern terminus of the Cal Park Hill path connecting to the east/west path adjacent to E. Sir Francis Drake Blvd.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2015
MRN050015	94572	GGBHTD	4 Replacement Express Buses	GGBHTD: Replace 4 Express Buses.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
MRN050018	21012	GGBHTD	Golden Gate Bridge Seismic Retrofit, Phase 3B	SF/Marin County: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction of suspension span, south pier and fender.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to add $5.2M in Other Local and reprogram $1.9M in Earmark-STP funds to FY15	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2020

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
MRN050019	230712	GGBHTD	Golden Gate Bridge - Suicide Deterrent System	Golden Gate Bridge: Build suicide deterrent system. Including design & Environmental analysis, plus analysis of alternatives & wind tunnel tests to ensure the feasibility of designs and build deterrent	2013 TIP Development - Update RTP ID and delete CON phase funding to make it consistent with the scope in the TIP and RTP	EXEMPT (40 CFR 93.126) - Safer non-Federal-aid system roads	2040
MRN050020	240727	FHWA	Stinson Beach Access Road	Marin County: Stinson Beach; Rehabilitate entry road and North and Central parking area.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
MRN050025	94572	GGBHTD	GGBHTD: Facilities Rehabilitation	GGBHTD: Rehabilitate agency's maintenance and operating facilities and replace heavy duty operating and maintenance equipment.	2013 TIP Development - Update RTP ID and update funding plan to reprogram FY13 funds to FY14	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
MRN050033	240678	Marin County	Non-motorized Transp. Pilot Program - Marin County	Marin County; Various locations; Lump sum Non-motorized Transportation Pilot Program. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
MRN050034	98154	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	Marin and Sonoma Counties: From SR 37 in Novato to Old Redwood Highway in Petaluma; Convert expressway to freeway and widen to 6 lanes for HOV lanes.	2013 TIP Development - Update RTP ID and funding plan to reflect CMIA and IIP funds and reprogram RTP-LRP funds to FY19	NON-EXEMPT	2020
MRN070001	240723	MCTD	Marin county: Bus Stop Improvements	MCTD: Improvements including bus stops, enhanced shelters, accessible pathways, bicycle racks and other passenger amenities.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
MRN070002	240714	Mill Valley	Mill Valley - Miller Avenue Rehabilitation	Mill Valley: Miller Avenue: Pavement resurfacing, reconstruction of bicycle lanes, modifications to traffic islands, and improvements to sidewalk facilities.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
MRN070003	240678	TAM	Marin Bike/Ped Facility North of Atherton Ave.	Marin County: Along US 101 from north of Atherton Avenue to south of Petaluma River bridge; Construct bicycle-pedestrian facility.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
MRN070006	240039	Novato	Novato Boulevard Widening, Diablo to Grant	Novato: Novato Blvd between Diablo and Grant Ave.: Improvements to roadway including including widening existing two/three lanes to four lanes and adding turn lanes, bike lanes, curbs, and sidewalks.	2013 TIP Development - Update RTP ID	NON-EXEMPT	2040
MRN070008	94572	GGBHTD	San Rafael Transit Center Improvements	GGBHTD: San Rafael; Transit connectivity enhancement including public information facility, wayfinding improvements and signage.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
MRN070009	240678	San Rafael	San Rafael - Non-motorized Transport Pilot Program	San Rafael: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
MRN070012	240678	Sausalito	Sausalito - Non-motorized Transp. Pilot Program	Sausalito: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
MRN070014	240678	Fairfax	Fairfax - Non-motorized Transp. Pilot Program	Fairfax: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
MRN070015	240678	Larkspur	Larkspur - Non-motorized Transpo. Pilot Program	Larkspur: Doherty Dr. between downtown and Readwood HS: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
MRN070017	240678	TAM	TAM - Non-motorized Transportation Pilot Program	Marin County: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	2013 TIP Development - Retain this project in the TIP for informational purposes as it is ongoing - No change	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
MRN070018	94572	GGBHTD	Larkspur Ferry Terminal Parking Improvements	GGBHTD: Larkspur; Improvements and enhancement at the ferry terminal.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
MRN070019	230105	Marin County	Marin Parklands Visitor Access, Phase 2	Marin Parklands: Pacific Way bridge at Big Lagoon: Reconstruct bridge and widen to add bike lanes. No added motor-vehicle capacity	2013 TIP Development - Update RTP ID and funding plan to reprogram CON funds to FY15	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2015
MRN070020	240678	Mill Valley	Mill Valley - Non-motorized Transp. Pilot Program	Mill Valley: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in great share of overall trips and reduce SOV usage.	2013 TIP Development - Update RTP ID and retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
MRN090008	240714	Various	Marin County: Major Roads Rehabilitation	Marin County: Rehab. on major roads of countywide significance	2013 TIP Development - update RTP ID and reprogram RTP-LRP funds to FY19	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
MRN090012	94572	GGBHTD	Golden Gate Transit Station Bicycle Improvements	Bicycle improvements include adding secure, user-friendly bicycle racks and signage in Marin County.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
MRN090020	22425	MTC	Regional Planning Activities and PPM - Marin	Marin: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
MRN090025	94572	GGBHTD	GGBHTD: Replacement of Ferry Propulsion Systems	Golden Gate Transit: Replacement of power distribution systems, propellers, engines and generators for Golden Gate Ferry vessels.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
MRN090033	94572	GGBHTD	Golden Gate Transit: ADA Paratransit Assistance	Golden Gate Transit: ADA Paratransit Assistance	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
MRN090034	94572	GGBHTD	GGBHTD: Replace 30 - 1997 45' MCI Buses	GGBHTD: Replace 30 - 1997 45' MCI Buses at the end of their useful life. Buses no. 601-630.	2013 TIP Development - Update RTP ID and funding plan to reprogram all funds to FY15	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
MRN090035	94572	GGBHTD	GGBHTD: Replace 7 - 2005 Paratransit Vans	GGBHTD: Replace 7 - 2005 cutaway paratransit vans that have reached the end of their useful life with 7 cutaways. Vans to be replaced: unit nos. 60-66.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
MRN090036	94572	GGBHTD	GGBHTD: Bus Stop Improvements	GGBHTD: Upgrade GGBHTD bus stops with standard signs, schedules, information cases, system maps, red curbs, route information, benches, etc.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
MRN090049	240678	Marin County	Non-motorized Transp. Projects - Marin County	Marin County; Various locations; Bicycle & pedestrian improvement projects	TIP Development - No Change	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
MRN090050	240678	Marin County	Sir Francis Drake Boulevard Westbound Bike Lane	Marin County: On Sir Francis Drake Blvd. from Baywood Canyon to the top of White's Hill (Mile Post 9.75): reconstruct and in some locations, widen the westbound portion of the shoulder to provide bicycle	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
MRN090052	240714	Mill Valley	Mill Valley - Sycamore Ave Pedistrian Facilities	New pedestrian sidewalk and adjacent Class I bike path, lighting, high visibility school zone crosswalk markings, street furniture, striping, and markings, and landscaping along Sycamore Avenue between	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
MRN090053	240714	Marin County	Marin County: Southern Marin Roads Rehab	Project will rehabilitate portions of Laurel Grove Avenue, Ricardo Road, and Panoramic Highway.	2013 TIP Development - Retain this project in the TIP for informational purposes as it is ongoing - No change	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
MRN110003	240714	Caltrans	US-101 Mission Bell Installation	Install historic Mission Bells on US-101 in Marin and Sonoma Counties.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
MRN110004	21017	MCTD	Local Bus Stop Revitalization in Marin County	Marin County: Various Locations: Bring outdated local bus stops into compliance with current accessibility and passenger amenity standards	2013 TIP Development - Update implementing agency and RTP ID	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
MRN110006	240678	Marin County	Strawberry Point School Pedestrian Imps	Marin County: On Strawberry Drive: From Strawberry Point School at the mid block crosswalk on the west side of Strawberry Dr.; construct a 330 ft. sidewalk with driveway approaches and ADA-compliant	2013 TIP Development - Retain this project in the TIP for informational purposes as it is ongoing - No change	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
MRN110007	240678	Marin County	Marinwood, Greenbrae, Strawberry & Marin City Imps	Marin County: Project will improve bicycle and pedestrian access within Marinwood, Greenbrae, Strawberry, and Marin City PDAs.	2013 TIP Development - Retain this project in the TIP for informational purposes as it is ongoing - No change	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
MRN110008	240714	San Rafael	San Rafael Citywide Street Resurfacing	In San Rafael: Various city streets: Resurface streets.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing - No Change	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
MRN110009	240714	Mill Valley	Mill Valley - Edgwood Avenue Resurfacing	Mill Valley: Edgewood Avenue from Molino Avenue (start of Edgewood) to Marion Avenue: Resurface street	2013 TIP Development - Update RTP ID and retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
MRN110010	240678	Sausalito	Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps	Sausalito: Highway 101 Off Ramp/Bridgeway/Gate 6 Intersection: Improve bicycle traffic	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
MRN110015	240714	Marin County	Novato Boulevard Resurfacing	In unincorporated Marin County: Novato Boulevard between Novato City Limits and Point Reyes-Petaluma Road including associated improvements.	2013 TIP Development - Retain this project in the TIP for informational purposes as it is ongoing - No change	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
MRN110016	240678	Marin County	Venetia Valley School SR2S Pedestrian Access Imps	Marin County: Near Venetia Valley School: on the south side of North San Pedro Road: close a sidewalk gap; At the two school driveways: crosswalk improvements	2013 TIP Development - Retain this project in the TIP for informational purposes as it is ongoing - No change	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation	2040
MRN110027	94572	GGBHTD	GGBHTD - Replace 2 - 1998 45' Over-The-Road Buses	GGBHTD: Replace 2 - 1998 45' over-the-road buses that have reached the end of their useful life.	2013 TIP Development - Update RTP ID and funding plan to reprogram all funds to FY14	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
MRN110028	94572	GGBHTD	GGBHTD - Replace 3 - 2005 Paratransit Vans	GGBHTD: Replace 3 - 2005 paratransit vans that have reached the end of their useful life.	2013 TIP Development - Update RTP ID and funding plan to reprogram all funds to FY14	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
MRN110029	240678	San Rafael	San Rafael: Sidewalk along East Francisco Blvd	City of San Rafael: Along East Francisco Boulevard from Vivian Way to Grand Avenue; Sidewalk improvements	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
MRN110030	230252	MCTD	Capital Improvements For Muir Woods Shuttle	Marin County: Purchase Three 35 foot XHF Vehicles, Implement a Real Time Bus Arrival System, and Upgrade Passengers Facilities for Muir Woods Shuttle. These vehicles replace vehicles that are being	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
MRN110032	240714	San Anselmo	San Anselmo - Center Blvd Bridge Replace (27C0079)	San Anselmo: Center Blvd Bridge over San Anselmo Creek, at Sycamore Ave: Replace existing 2 lane bridge with 3 lane bridge	2013 TIP Development - Update RTP ID	NON-EXEMPT - Not Regionally Significant Project	2040
MRN110033	240678	Marin County	Miller Creek Road Bike Lanes and Ped Improvements	In Marin County:On Miller creek road, Add Class 2 Bicycle Lanes by restriping road and intersection improvements at Miller Creek and Marinwood Avenue to enhance pedestrian and cyclist safety	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
MRN110034	240729	TAM	Highway 101 Landscaping for Gap Closure Project	In Marin County, On Highway 101, Landscaping for the Gap Closure Project.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2040
MRN110035	240714	Marin County	Mountain View Rd Bridge Replacement - 27C0154	Marin County: On Mountain View Rd. over San Geronimo Creek (Bridge No. 27C0154) near the intersection with Sir Francis Drake Blvd: Replace existing one-lane bridge with a new two-lane bridge	2013 TIP Development - Update RTP ID	NON-EXEMPT - Not Regionally Significant Project	2040
MRN110039	21011	MTC	Local PDA Planning - Marin	Marin County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
MRN110040	240723	MCTD	MCTD Preventive Maintenance	Marin Transit: Systemwide: Bus Transit Preventive maintenance	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
MRN110041	240723	MCTD	Marin Transit Low Income Youth Pass Program	Marin Transit: Provide low-income youth free bus passes. Other local funds are made available for this project by applying STP funding available through the TPI program to MRN110040	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
MRN110042	21017	MCTD	Marin Transit Replace Four Local Buses	Marin Transit: Replace four local buses	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
MRN110043	21017	MCTD	Marin Transit Seven Local Buses	Marin Transit: Replace seven local buses	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
MRN110044	240723	MCTD	Marin Transit - Replace 13 Paratransit Vehicles	Marin Transit: Replace 13 Paratransit vehicles	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
MRN110045	94572	GGBHTD	GGBHTD - Replace 7 - 40' Diesel Buses	GGBHTD: Replace seven (7) 40' Diesel Buses	2013 TIP Development - Update RTP ID and funding plan to reprogram all funds to FY14	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
MRN110046	94572	GGBHTD	GGBHTD - Replace 14 - 45' OTR Coaches	GGBHTD: Replace fourteen (14) 45' Over-The-Road coaches	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
MRN110047	21017	MCTD	MCTD- ADA Paratransit Assistance	MCTD: ADA Paratransit Assistance to transit agency.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
MRN130001	240034	GGBHTD	Larkspur Ferry Terminal Parking Garage	In Larkspur: The Golden Gate Bridge Highway and Transportation District (GGBH&TD) is proposing to construct a new three story parking structure to be located at its Larkspur Ferry Terminal (LFT)	2013 TIP Development - Amend in a new non-exempt project totaling $4 M	NON-EXEMPT	2040
MRN130002	240714	Marin County	Sir Francis Drake Blvd. MP 20.70 Slide Repair	This project is in unincorporated Marin County on Sir Francis Drake Blvd. adjacent to County Mile Post paddle 20.83 between Platform Bridge Road and Highway 1. The project will install an estimated 210	Amend in a new exempt project funded with $560K in Emergency Relief funds	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
MRN130003	240714	Marin County	Muir Woods Road MP 0.49 Slide Repair	This project is in unincorporated Marin County on Muir Woods Road at Mile Post 0.49 between Panoramic Highway and Highway 1 near Muir Woods. The project will install an estimated 95 foot long cast in	Amend in a new exempt project funded with $930.45K in Emergency Relief funds	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
MRN970016	21012	GGBHTD	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	San Francisco /Marin Counties: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction on north and south approach viaducts, and Ft. Point Arch.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2020
MRN990017	94572	GGBHTD	Ferry channel & berth dredging.	Golden Gate Ferry: From San Francisco to Marin County; Dredge ferry channel and berth.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
MTC050001	230550	MTC	Transit Commute Benefits Promotion	San Francisco Bay Area: Region wide: Project to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit.	2013 TIP Development - Update the funding plan to reprogram $1M in RM2 funds from FY11 to FY12 and $780K in RM2 funds from FY11 to FY14	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2030
MTC050008	240745	Caltrans	GL: Shoulder Imprv - SHOPP Roadside Preservation	GL: SHOPP Roadside Preservation. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Fencing,Safety roadside rest areas	2013 TIP Development - Retain this grouped listing in the TIP as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
MTC050020	230419	MTC	Real-time Transit Information Program	San Francisco Bay Area: Regionwide; Provide real-time transit information to riders at transit stops or via telephone, wireless or internet communication.	2013 TIP Development - Update funding plan to reflect the latest RM2 programming information with no change in the total cost of the project	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
MTC050021	22245	MTC	Safe Routes to Transit	Regionwide: Grants to fund infrastructure projects that improve bike/ped access to transit stations. Including signs, multi-use trails and bike parking.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
MTC050027	22511	WETA	Ferry Service - Berkeley/Albany	WETA: Berkeley/Albany: Provide ferry service from Berkeley/Albany to San Francisco.	2013 TIP Development - Update the funding plan to delay the CON phases to FY13, FY14, and FY15, remove $2.5M in FY11 Prop 1B funds, add $12.5M in FY12 Prop 1B funds, and add $20.45M in FY19	NON-EXEMPT	2040
MTC050028	22241	WETA	WETA Ferry Expansion Studies.	WETA: Regionwide studies to determine environmental/other impacts of expanded ferry service in the Bay Area.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to remove $770K in RM2 funds; Update the project title to reference WETA	EXEMPT (40 CFR 93.126) - Engineering to assess social, economic, and environmental effects of the	2040
MTC050029	230581	WETA	SF Ferry Terminal/Berthing Facilities	WETA: San Francisco: At the Ferry Terminal; Construct additional ferry docking/berthing facilities to improve ferry access and support WETA berthing/maintenance operational needs.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram all CON funds to FY14	NON-EXEMPT	2020
MTC990015	230550	BAAQMD	Spare the Air Program	San Francisco Bay Area: Spare the Air Campaign: Inform/educate the public about ozone problems, notify when Spare the Air days are called & encourage use of transit, ridesharing etc.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2030
NAP010002	94075	Caltrans	Design of SR 12/29 /Airport Blvd Grade Separation	Napa: SR 12/29 (Airport Blvd) Intersection; Grade Separation. (Environmental Only)	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is on-going	EXEMPT (40 CFR 93.126) - Engineering to assess social, economic, and environmental effects of the	2020
NAP010008	94152	Caltrans	SR 12 (Jamieson Canyon Road) Widening	In Napa and Solano Counties: SR 12 between SR 29 and I-80 (Jamieson Canyon): Rehab roadway and expand from two to four lanes.	2013 TIP Development - Update RTP ID	NON-EXEMPT	2015
NAP030004	21017	NCTPA	NCTPA: ADA Operating Assistance	Napa: ADA operating assistance for paratransit service	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
NAP030005	21017	NCTPA	Napa: Bus Stop Improvements	Napa Vine: Various bus stop improvements throughout the Napa County transit service areas. Add City/County Bus Passenger Amenities especially ADA Bus Stop Improvements.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks	2040

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NAP050009	21017	Napa Vine	Park & Ride Lots in Napa County	Napa County: American Canyon, and Calistoga/St. Helena/Yountville ; Construct Park and Ride Lots.	2013 TIP Development - update RTP ID and update funding plan to reduce RM2 funds by $2.4M	NON-EXEMPT	2040
NAP090002	22425	MTC	Regional Planning Activities and PPM - Napa	Napa: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
NAP090005	21017	NCTPA	NCTPA: Replace Rolling Stock	NCTPA: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet.	2013 TIP Development - Update RTP ID and the funding plan to add $1.985M in FY12 CON RM2 funds and retain in the TIP for informational purposes as the project is on-going	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
NAP090006	240612	Yountville	Yountville - Napa County Bicycle Path Extension	Napa County: North Yountville; Bike Route and Sidewalk Extension	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
NAP090007	22417	American Canyon	American Canyon Napa Junction Elementary Ped Imps	American Canyon: Napa Junction from Napa Junction Elementary School to Highway 29 with minor portions on Theresa Ave and Lombard St: Construct 1,500 feet of public sidewalk.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2020
NAP090008	21017	NCTPA	NCTPA Equipment Replacement and Upgrades	NCTPA: Replacement and upgrades to equiptment.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
NAP110006	21011	American Canyon	American Canyon PDA Development Plan	American Canyon: Develop and implement a strategic Plan to focus on significant transit service improvements and define associated land use patterns and development Plans in the PDA consistent with	2013 TIP Development - update RTP ID and reprogram RTP-LRP funds to FY19	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
NAP110007	230695	American Canyon	American Canyon: Theresa Ave Sidewalk Imp Phase 3	American Canyon: On Theresa Ave from the recently completed Theresa Avenue Phase 1 project south to Eucalyptus Drive: Replace substandard curb, gutter and sidewalk and construct missing sections of	2013 TIP Development - Update RTP ID and retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
NAP110008	230695	Napa	Napa (City): 2011 Cape Seal Pavement Rehab	Napa City: California Blvd. from Laurel to Second; Jefferson from Trancas to Sierra; West Pueblo from Redwood to Rancho; Trower from Linda Vista to Solano; Wine Country from Linda Vista to Hwy 29: Cape	2013 TIP Development - Update RTP ID and retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
NAP110009	230695	Napa County	Napa County: Silverado Trail Paving Phase F	County of Napa: On Silverado Trail from Zinfandel Ln to Skellenger Ln (Phase F): County Local Roads Paving	2013 TIP Development - Update RTP ID and retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
NAP110011	240612	Napa	Napa:Lincoln Ave Bike Lane - Jefferson to Railroad	Napa City: Lincoln Avenue between Jefferson St and the railroad tracks; Restriping to provide Class II bike lanes.	2013 TIP Development - Update RTP ID and retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
NAP110012	240747	NCTPA	NCTPA: Napa County SRTS Program Expansion	In Napa County: Countywide: Expand existing SRTS program from 6 to 15 schools and enhance program offerings. Non-infrastructure only including marketing, education, and outreach activities.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
NAP110013	240612	Napa	Napa City North/South Bike Connection	Napa City: California Blvd in section along the project limits of Pueblo and Permanente Way: Widen in order to provide Class II bike lanes along the entire corridor.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
NAP110014	240612	NCTPA	Napa Valley Vine Trail Design and Construction	Napa County: Various locations: Design and construction of individual segments of Vine Trail.	2013 TIP Development - update RTP ID and reprogram RTP-LRP funds to FY19	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
NAP110015	230695	Napa	Napa City - Linda Vista Pavement Overlay	In Napa: On Linda Vista Ave between Trower and Redwood; Rehabilitate roadway including, repair sidewalk and install ADA ramps.	2013 TIP Development - Update RTP ID and retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
NAP110022	230695	American Canyon	American Canyon - Napa Square Pavement Rehab.	In American Canyon: On Lena and Stenson Drive between Patricia and Marla Drive, Road rehabilitation.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
NAP110023	230695	Napa County	Silverado Trail Phase G and H Rehab	County of Napa: On Silverado Trail from Howell Mountain to Zinfandel (Phase G) and from Dunaweal to Larkmead (Phase H); rehabilitate roadway retaining existing Class II bicycle lanes	2013 TIP Development	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
NAP110024	22423	NCTPA	Napa County Community Based Transportation Plan	In Napa County, Update to the Napa Community Based Transportation Plan to identify barriers to the mobility needs of the County.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
NAP110025	21011	MTC	Local PDA Planning - Napa	Napa County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
NAP970010	21017	NCTPA	Napa Vine Operating Assistance	Napa Vine: Operating assistance to support transit routes and services.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
REG050013	22425	MTC	Transit Capital Inventory Improvements	MTC: Procure Asset Management System to enable ability to anticipate regional rehab, replacement and funding needs.	2013 TIP Development - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
REG050020	94525	BART	BART Car Exchange (Preventive Maintenance)	BART: Preventive maintenance program, including maintenance of rail cars and other system components in exchange for local funds to the BART car replacement reserve.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reduce RTP-LRP by $193M and reprogram the funds from FY15 to FY19	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
REG070003	22509	WETA	Treasure Island Ferry Service	Treasurer Island: Implement new ferry transit service between Treasure Island and San Francisco/East Bay locations.	2013 TIP Development - Update RTP ID and update funding plan to reprogram CON phase funds to FY13	NON-EXEMPT	2040
REG090002	22423	MTC	GL: JARC FY 09 - FY 10 - Large UA	GL: JARC FY 09 - FY 10 - Large UA. Various JARC projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	2013 TIP Development - Retain this program in the TIP for informational purposes as the projects are ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
REG090003	230419	MTC	Freeway Performance Initiative (FPI)	Regionwide: Design, implement and maintain ramp metering, Traffic Operation Systems (TOS), and other Freeway Performance Initiative (FPI) projects on major congested freeways throughout the region.	2013 TIP Development - Update RTP ID	NON-EXEMPT	2040
REG090037	94525	BART	BART: Railcar Replacement Program	BART: Replace 669 Railcars.	2013 TIP Development - move future funding to 2019 until such time as it is programmed.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
REG090038	22425	MTC	Regional Planning Activities and PPM - MTC	Regional: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
REG090039	240740	MTC	Regional Streets and Roads Program	Regionwide: Regional Streets and Roads Program including providing assistance to Bay Area agencies to implement & maintain computerized pavement management system (PMS), implementing PTAP	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
REG090040	22425	MTC	Regional Planning Activities - ABAG	Regionwide: Support for Regional Planning Activities	2013 TIP Development - Update funding plan to remove $1M in FY13 PE Other Local funds	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
REG090041	22425	MTC	Regional Planning Activities - BCDC	Regional Planning Activities	2013 TIP Development	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
REG090042	230419	MTC	511 Traveler Information	Regionwide: Collect real-time/static data (traffic, transit, rideshare and bicycle) and disseminate the information to the public by telephone and website. Supports congestion pricing and vehicle	2013 TIP Development	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
REG090044	230419	MTC-SAFE	Incident Management Program	Regionwide: Manage congestion by preventing and/or addressing minor & major highway incidents/events including incident detection equipment & incident management systems, etc.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan and project description to split out the FSP and Call Box program to REG130003 along with $14.29M in	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
REG090045	21017	MTC	Clipper Fare Collection System	San Francisco Bay Area: Regionwide; Design, build, operate and maintain the Clipper fare collection system. Note: Translink became Clipper on 6/16/10.	2013 TIP Development - Update the funding plan to add $4.04M in FY10 RM2, $2.55M in FY11 RM2, and $20K in FY14 RM2 funds to reflect the latest programming information, and remove $3.46M in	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
REG090046	230419	MTC	Regional Arterial Operations & Signal Timing Prog	Regional: Develop plan to guide arterial investments, and provide project management and traffic engineering assistance (including procuring communications equipment) for arterial system	2013 TIP Development ¿ Update RTP-ID	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
REG090051	22481	Caltrain	Caltrain: Revenue Vehicle Rehab Program	Caltrain: Systemwide: The Revenue Vehicle Rehab Program provides overhauls and repairs/replacements to key components of the Caltrain rolling stock to maintain it in a state of good repair and to extend	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram $868K in 5307 and $217K in Other Local from FY13 to FY14	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
REG090052	94572	GGBHTD	Golden Gate Transit: SF Bus Lot Modifications	GGBHTD: Modifications to SF Bus Facility including resurfacing, subgrade, drainage, lighting, and fencing.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
REG090053	22481	Caltrain	Caltrain: Preventive Maintenance	Caltrain: Systemwide: Capitalized maintenance activities for the Caltrain fleet, equipment and facilities.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
REG090054	21017	WETA	WETA: Ferry Channel & Berth Dredging	WETA: Various service areas: Dredge ferry channel, ferry basin and berth	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
REG090055	21017	WETA	WETA: Ferry Propulsion System Replacement	WETA: Ongoing: A mid-life overhaul is scheduled when a ferry reaches approximately 12.5 years of service life. Equipment service hours and specific vessel needs may affect the timing of the projects.	2013 TIP Development - Update RTP ID and update funding plan to add funding from SOL090011 which is being deleted.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
REG090057	21017	WETA	WETA: Ferry Major Component Rehab/Replacement	WETA: Ferry vessels are required to undergo periodic haul-out and rehabilitation work to remain in working order over their 25-year life.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
REG090065	230550	MTC	Climate Initiatives Program Public Education	Climate Initiatives Program: Regionwide, community-based social marketing campaign & support for programs to encourage sustainable transportation behavioral changes to reduce criteria pollutants and	2013 TIP Development - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2030
REG090066	230550	MTC	Climate Initiatives Evaluation and Administration	Regional: Program development for the Climate Initiatives program activities and evaluation. Programs falling under this project include the following sub-programs: Innovative Grants, Safe Routes to	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2030
REG090067	21017	WETA	WETA: Fixed Guideway Connectors	WETA: Various locations: This project will replace/rehab fixed guideway connectors such as floats, floating barges, ramps and gangways throughout the system.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040

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REG110001	21017	WETA	Maintenance Barge and Emergency Floats and Ramps	WETA: System maintenance and operational needs; This project will support the purchase/construction of floats and ramps and will provide core support infrastructure for existing and future regional ferry	2013 TIP Development - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2040
REG110010	230550	BAAQMD	Regional Bicycle Sharing Pilot	San Francisco, San Mateo and Santa Clara Counties: various locations: Implement a pilot bikesharing program	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2030
REG110011	230550	MTC	Electric Vehicle Funding Strategies	Region-wide: Support the deployment of electric vehicles in the Bay Area including approaches such as infrastructure, outreach, and other supportive strategies.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
REG110012	230550	SF County TA	eFleet: Carsharing Electrified	SF and Berkeley: Purchase up to 29 electric-based vehicles (incl. conversion of hybrid vehicles)and install up to 35 chargers;conduct an outreach & awareness campaign; perform evaluation.	2013 TIP Development -- Retain in TIP for informational purposes	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
REG110013	240393	Alameda County	Local Government EV Fleet Program	Various Locations: Purchase 90 EVs and install 90 EV charging stations in various jurisd. Tests smart driving with 20 real-time fuel economy gauges in gas vehicles. Pilot fleet carshare (4 cars) in ALA	2013 TIP Development	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
REG110014	21011	MTC	Station Area Planning Program & Implementation	Regionwide: Provide grants to local jurisdictions to develop plans for their transit stations in order to help increase transit ridership and implementation of the program.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
REG110015	230550	Son Co TA	Regional Dynamic Ridesharing Pilot	Contra Costa, Marin, and Sonoma Counties: Apply dynamic ridesharing technology in within various affinity groups. Software procurement and customization, marketing and incentives, monitoring and	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2030
REG110016	230550	ACWA	Green Star / Cool Schools Program	Alameda, San Mateo, and Sonoma Counties, San Jose: Development of a curriculum framework for teachers; web based interface and trip tracking; green teams, competition with other schools/ classrooms;	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2030
REG110017	230550	SFMTA	Electric Vehicle Taxi Battery Switch Stations	San Francisco and San Jose: Install up to four battery switch stations. Includes project evaluation.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
REG110020	21017	WETA	WETA: Facilities Rehabilitation	WETA: Various Locations: This project will rehabilitate ferry facilities in order to maintain existing transit services.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
REG110021	21017	WETA	WETA: Revenue Vehicle Communication Equipment	WETA: Purchase and/or upgrade revenue vehicle communication equipment.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
REG110022	240745	Caltrans	Statewide Archaeological Reburial Database	Region-wide: Identify reburial locations for Native American human remains excavated as part of statewide Caltrans projects.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
REG110023	240745	Caltrans	Cultural Resources Legacy Data Database	Augment information in various cultural resources databases statewide.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
REG110024	240745	Caltrans	Geoarchaeological Study of Route 101 Corridor	Along Route 101: Various Locations: Enhance the existing inventories of archaeological resources by transferring such data into an electronic database for each county.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040

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REG110025	22481	Caltrain	Caltrain Transit Asset Management System (CTAMS)	Caltrain: Systemwide: Development of the Caltrain Transit Asset Management System (CTAMS)	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
REG110026	230716	MTC	GL: New Freedom FY10 & FY11 Large UA	GL: New Freedom FY2010 & FY2011 Large UA. Various Cycle 4 (FY10 & FY11) New Freedom projects in large urbanized areas	2013 TIP Development	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
REG110028	22423	MTC	GL: FY10 JARC Mobility Management	GL: Mobility Management. Various mobility management projects in the SFO, Concord and San Jose large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
REG110029	22425	MTC	Parking Pricing Regional Analysis	Regionwide: Construct a regional parking database, integrated with our land use/transportation models, analyzes regional and local parking pricing schemes, conducts technical workshops, and proposes	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
REG110030	21627	Caltrain	Caltrain Positive Train Control System	CBOSS/PTC is an advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways. The FRA has mandated PTC be in place by	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to match the regional MOU with a total cost decrease of $9.18M, Includes the programming of $2.83M in	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2020
REG110032	22423	MTC	GL: JARC FY11-FY12 Large UA	GL: JARC FY11-FY12 Large UA. Various JARC projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
REG110033	22423	MTC	GL: JARC FY10-FY12 Small UA & Rural	GL: JARC FY10-FY12 Small UA & Rural. Various JARC projects in small urbanized areas and nonurbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
REG110034	230716	MTC	GL: New Freedom FY10-FY12 Small & Rural	GL: New Freedom FY10-FY12 Small & Rural. Various Cycle 6 (FY10-FY12) New Freedom projects in small urbanized and rural areas.	2013 TIP Development - Update the back up listing to clarify the use of toll credits on the project	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
REG110036	230550	MTC	Climate Initiatives Program	Climate Initiatives Program: Regionwide, support for programs to encourage sustainable transportation behavioral changes to reduce criteria pollutants and greenhouse gases	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2030
REG110037	22425	MTC	Regional Planning - PDA Implementation	Regionwide: Planning Assistance to support transportation investments and improve their performance in priority development areas.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
REG110038	230550	SFMTA	Electric Vehicle Taxis	San Francisco: Purchase up to 25 electric vehicles for neighborhood taxi services in San Francisco. Includes project evaluation.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
REG110039	22423	MTC	GL: 5307 JARC Set-aside FY13 Large UA	GL: 5307 JARC Set-aside FY13 Large UA. Various 5307 (former JARC) projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
REG110040	240612	Natl Park Svc	GL: US 206 Recreational Grants	GL: US 206 Recreational Grants. Projects with US Recreational Grant Program Funds. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
REG110041	21017	Caltrans	GL: FTA Non-Urbanized Formula Program	GL: FTA Section 5311 Non-Urbanized Formula Program, Non-ITS portion. Projects include capital and operating assistance, capital and preventive maintenance. Projects consistent with 40 CFR Part 93.126,	2013 TIP Development	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040

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REG110042	230716	Caltrans	GL: Elderly & Persons with Disability Program	Region-Wide: Eld. & persons with Disabilities. Prog Lump Sum Listing; Project incl. Veh. replacements, minor expansion & office equip. Consist with 40 CFR Part 93.126, 127, 128 Exempt Tables 2 & 3.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
REG110043	22425	MTC	Climate Change Adaptation&Vulnerability Assessment	Region-wide: Phase one: Conduct sea level rise transportation vulnerability and risk assessment pilot project. Phase two: Develop adaptation options to protect critical transportation infrastructure from sea	2013 TIP Development	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
REG110044	21017	SJRC	ACE Positive Train Control	ACE System-wide: Install an advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
REG130001	21013	MTC	Toll Bridge Maintenance	Region-wide: Seven state-owned toll bridges: routine maintenance of bridge facilities	Amend a new exempt project into the TIP totaling $48M	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040
REG130002	21013	MTC	Toll Bridge Rehabilitation Program	Bay Area: On 7 state-owned toll bridges: Rehabilitation program	Amend a new exempt project into the TIP	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040
REG130003	230419	MTC-SAFE	FSP and Call Box Program	Regionwide: Manage congestion by preventing and/or addressing minor & major highway incidents/events including FSP and Call Box.	Split out this project from REG090044 along with $14.29M in STP funds and add $4.5M in Other Local funds	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
REG130004	240741	MTC	Regional Express Lane Network	Region-wide: Convert existing HOV lanes to express lanes and widen to add new express lanes on freeway segments that constitute early phases of the Regional Express Lane Network	2013 TIP Development - Amend in a new non-exempt multi-phase project totaling $196M	NON-EXEMPT	2040
SCL010019	230201	VTA	I-880 Coleman Avenue I/C Reconfiguration.	In San Jose: I-880@Coleman; Reconst. Coleman Ave. bridge & realign, reconst. all ramps accessing I-880; add new direct connector ramp to SB I-880 from Airport & Newhall plus landscaping (Garvee	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2015
SCL010040	230294	VTA	SR-152/SR-156 Interchange Improvements.	SR-152/SR-156: WB SR-152 to SB-SR-156; Construct a flyover and other improvements at the interchange. Perform PA/ED studies for capacity improvements needed for the 152/156 interchange. HPP	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2020
SCL030006	21785	San Jose	US 101 / Blossom Hill I/C Reconst & Road Widening	San Jose: US-101/Blossom Hill Rd IC; widen Blossom Hill Rd and reconstruct I/C to provide an additional lane in each direction, including the OC structure over US-101 plus other improvements.	2013 TIP Development - Update RTP ID and funding plan to reprogram ENV phase funds to FY14, PSE phase funds to FY15, ROW phase funds to FY16 and CON phase funds to FY19	NON-EXEMPT	2020
SCL030008	240745	Caltrans	SR 87 Guadalupe Freeway Corridor Landscaping	In San Jose: On SR-87 from Julian St to route 101; Landscaping along new corridor improvements (Also see SCL990041).	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2040
SCL030012	240742	VTA	Garvee Debt. Srv. - SCL010019, SCL990030-31	Santa Clara County: Garvee Debt Service Payment for issue of bonds for the State Route 87 HOV projects (SCL990031 and SCL010019 & SCL990030), and I-880/Coleman.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
SCL050001	94610	VTA	VTA - Standard & Small Bus Replacement	VTA: Standard and Small Bus Replacement	2013 TIP Development - Update RTP ID and funding plan to increase total project cost by $4M in Prop-1B funds	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SCL050002	94610	VTA	VTA - Rail Replacement Program	VTA: Rail Replacement Program throughout the Light Rail system (no rail expansion).	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040

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SCL050009	22956	VTA	Capitol Expressway LRT Extension- Phase II	Phase II of the project will provide light rail extension in the East Valley extending the Capitol Avenue light Rail line 2.6 miles from the existing Alum Rock Transit Center to a rebuilt Eastridge Transit	2013 TIP Development - Update RTP ID and funding plan to reduce total project cost to $293.9M	NON-EXEMPT	2020
SCL050013	21722	Caltrans	US 101 / SR 87-Trimble Road Landscaping	San Jose: US 101 from 0.8 km south of the SR-87/US-101 separation to 0.4 km north of Trimble Rd; Landscape Mitigation.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2030
SCL050039	240508	San Jose	Almaden Expressway Pedestrian Bridge	San Jose: Near Almaden Expressway: Develop a trail connection to link Guadalupe Creek to nearby trails and the Almaden Light Rail Station	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram RTP-LRP funds to FY19	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SCL050044	94610	VTA	Replace Bus Fareboxes	VTA: Purchase new "Next Generation" validating bus fare collection system to replace existing fareboxes.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
SCL050045	94610	VTA	VTA: ADA Bus Stop Improvements	VTA: Various Locations: Construct ADA bus stop improvements. Improvements include wheelchair access improvements and improved lighting and signage. [Transit Enhancement]	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SCL050046	94610	VTA	VTA: ADA Operating Set Aside	VTA: ADA operating assistance set aside.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
SCL050049	94610	VTA	VTA: Rail Substation Rehab/Replacement	VTA: Guadalupe Light Rail Corridor; Rehabilitate electrical elements (such as disconnect switches, DC breakers, etc.) of traction power substations.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
SCL050077	240404	Milpitas	SR 237 - Calaveras Blvd Widening	In Milpitas: Calaveras Boulevard from Town Center Drive to Abel Street; widen roadway from 4 to 6 lanes and add pedestrian and bicycle facilities.	2013 TIP Development - Update RTP ID and funding plan to reprogram PE phase funds to FY16, ROW phase funds to FY18 and CON phase funds to FY20. Increase project cost to $61.5M	NON-EXEMPT	2020
SCL050079	240494	San Jose	Silicon Valley TIMC	San Jose: Transportation Incident Management Center: Construct subregional hub for traffic management activities including arterial traffic, incident management and travel information. HPP#2017.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
SCL050080	240740	Santa Clara Co	Oregon-Page Mill Expwy Improvements	Santa Clara County: On the Oregon-Page Mill Exwy btw US 101 and SR 82, Traffic improvements including traffic signal upgrade, optimizing timing plans & bike and ped facilities, and pavement	2013 TIP Development - Update RTP ID	NON-EXEMPT	2040
SCL050081	240508	San Jose	Lower Guadalupe River Trail	In San Jose: From I-880 to Bay Trail; Construct 7.5 miles of trails including pavement, gateways, seating, signage, etc. HPP# 1943	2013 TIP Development - Update funding plan to reflect actual FHWA obligations and subsequent de-obligations	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SCL050082	240508	San Jose	Bay Trail Reach 9 & 9B	In San Jose: Near Gold Street to the existing San Tomas Aquino Creek Trail; Designa and construct 1.2 miles of commuter/transportation trail, pedestrian bridge, and underpasses with safety and	2013 TIP Development - Update RTP ID and funding plan to reprogram PE phase funds to FY08 to match obligation, ROW phase funds to FY15 and CON phase funds to FY19.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SCL050083	240508	San Jose	Coyote Creek Trail	In San Jose: from Highway 237 to Story Road; Master plan, design and construction of a trail.	2013 TIP Development - Update the funding plan to reprogram $6M in CON RTP-LRP funds from FY15 to FY19 and add $19.71M in RTP-LRP funds to CON phase	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SCL050091	230385	Palo Alto	Citywide Traffic Signal upgrade	In Palo Alto: Replace the City's existing traffic signal central system and up to 35 traffic signal field controllers with associated communications gear.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2015

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
SCL070004	22965	San Jose	US 101 / Mabury New Interchange	In San Jose: US 101/Mabury interchange; Construct full interchange.	2013 TIP Development - Update RTP ID and funding plan to reprogram PE phase funds to FY14, ROW phase funds to FY15 and CON phase funds to FY19	NON-EXEMPT	2030
SCL070049	22180	Santa Clara Co	Central Expressway Auxiliary Lanes	Design, environmental clearance and construction to add auxiliary lanes on Central Expressway between Lawrence Expressway and Mary Avenue.	2013 TIP Development - Update the funding plan to reprogram CON RTP-LRP funds from FY15 to FY19 and it is a multi-phase project	NON-EXEMPT	2020
SCL070050	240427	Saratoga	Highway 9 Safety Improvements	In Saratoga: Install pedestrian pathways on one side of Highway 9. (This project also references RTP ID 240746)	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions	2020
SCL090001	240117	VTA	Santa Clara/Alum Rock Transit Improvement/BRT	In San Jose: Implement BRT improvements in the Santa Clara/Alum Rock route for BRT lines 522 and 523, including: dedicated guideways, signal prioritization, ticket vending machines, premium BRT	2013 TIP Development - Update RTP ID, exemption code to non-exempt and update funding plan	NON-EXEMPT	2015
SCL090002	230210	Santa Clara Co	San Tomas Expressway Box Culvert Rehabilitation	In Santa Clara:Design, environmental clearance, and construction for rehabilitating the box culvert under San Tomas Expressway.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2015
SCL090003	230449	San Jose	San Jose Charcot Avenue Extension Over I-880	San Jose: Charcot Avenue Extension over I-880; Extend new 2-lane roadway with bike lanes and sidewalks providing new multi-modal connection to the North San Jose employment center.	2013 TIP Development - Update RTP ID and funding plan to reprogram PE phase funds to FY16, ROW phase funds to FY17 and CON phase funds to FY17 and FY19. Reduce cost to reflect latest estimates	NON-EXEMPT	2020
SCL090004	240740	San Jose	Downtown San Jose Couplet Conversions	In San Jose: Conversions of one-way couplets to two-way streets; reduce lanes; add bike lanes along 10th/11th Streets, Almaden/Vine, and 2nd/3rd Streets.	2013 TIP Development - Update RTP ID and funding plan to reprogram PE phase funds to FY13, ROW phase funds to FY18 and CON phase funds to FY20	NON-EXEMPT	2040
SCL090005	230201	San Jose	Coleman Avenue Widening from I-880 to Taylor St.	In San Jose: Coleman Ave from I880 to Taylor St: Widen from 4 to 6 lanes.	2013 TIP Development - Update the project description to provide clarity with no change in the project scope and update the funding plan to reflect the delay in the project schedule.	NON-EXEMPT	2015
SCL090007	230645	San Jose	San Jose North 1st Street Core Area Streets Imps.	In San Jose: Improve the North 1st Street "core area grid."	2013 TIP Development - Update RTP ID and funding plan to reprogram PE phase funds to FY14, ROW phase funds to FY15 and CON phase funds to FY19	NON-EXEMPT	2020
SCL090008	230644	San Jose	San Jose: Various Intersection Improvements	In San Jose: Construct various intersection improvements.	2013 TIP Development - Update RTP ID and funding plan to reprogram PE phase funds to FY14, ROW phase funds to FY16 and CON phase funds to FY19	NON-EXEMPT	2020
SCL090010	230273	San Jose	Montague Expwy Widening - Lick Mill-Trade Zone	In San Jose: On Montague Expressway between Lick Mill and Trade Zone: widen to 8 lanes	2013 TIP Development - Update project funding plan to reflect schedule delay	NON-EXEMPT	2020
SCL090015	230363	San Jose	I-880/Montague Expressway interchange Improvements	In San Jose: Construct I-880/Montague Expressway interchange Improvements.	2013 TIP Development - Update RTP ID and funding plan to reprogram PE phase funds to FY15, ROW phase funds to FY15 and CON phase funds to FY16 and reduce project cost to $14.34M	NON-EXEMPT	2020
SCL090016	230294	VTA	New SR152 Alignment Study	Santa Clara/ San Benito counties: Complete PA&ED for new alignment of SR152 between US101 and SR156 in Santa Clara and San Benito counties.	2013 TIP Development - Update RTP-ID and retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2020
SCL090017	230273	Santa Clara Co	Montague Expwy Widening - Trade Zone-I-680	In Santa Clara County: Widen Montague Expressway between Trade Zone and I-680.	2013 TIP Development - Update the funding plan to reflect the current schedule and costs and reduce scope to fit within the RTP scope	NON-EXEMPT	2020
SCL090019	21922	San Jose	San Jose International Airport People Mover	In San Jose: Provide an automated transit service that connects the San Jose Mineta International Airport to VTA's Gudalupe LRT, Caltrain and future BART stations as well as provide circulation within the	2013 TIP Development - revise funding plan to reflect project delays.	NON-EXEMPT	2040

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SCL090025	21722	San Jose	US 101 SB Trimble Road/De La Cruz Boulevard/Centra	In Santa Clara: Modifies existing loop cloverleaf ramp from SB US 101 to Trimble Rd into a partial cloverleaf ramp.	2013 TIP Development - Update RTP ID and funding plan to reflect schedule delay in project	NON-EXEMPT	2030
SCL090027	230262	Santa Clara Co	US 101/Montague Expressway Interchange	Reconfigure current interchange into a "parclo" interchange at US 101 and Montague Expressway.	2013 TIP Development - Update the funding plan to change the fund source of RTP-LRP funds to Other Local	NON-EXEMPT	2015
SCL090030	240439	VTA	SR 85 Express Lanes	In Santa Clara County: Implement roadway pricing on SR 85 carpool lane.Construct additional express lane in each direction between I-280 and Route 87 and add aux lane on 85.	2013 TIP Development - Update funding plan to reflect project cost and updated scope	NON-EXEMPT	2015
SCL090031	240744	VTA	Santa Clara Grade-Separated Pedestrian Crossing	In Santa Clara: Construct a grade-separated pedestrian crossing at the Santa Clara Caltrain station.	2013 TIP Development - Update the funding plan to reprogram $7.2M in CON Sales-tax funds from FY12 to FY14 and increase total project cost to $11.384M	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SCL090035	22425	VTA	Regional Planning Activities and PPM - Santa Clara	Santa Clara: Regional Planning Activities and Planning, Programming and Monitoring	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
SCL090036	230466	San Jose	Branham Ln/Monterey Hwy Grade Crossing Design	In San Jose: Branham Lane/Monterey Highway Intersection in San Jose. Complete preliminary design. The City has completed conceptual engineering for a below grade intersection at this location.	2013 TIP Development - Retain this project in the TIP for informational purposes as it is ongoing.	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2020
SCL090040	98119	VTA	LRT Extension to Vasona Junction	In Campbell: Extend the light-rail line from the existing Winchester Station to a new Vasona Junction Station, near Route 85.	2013 TIP Development - Update the funding plan to reflect a delay in the ROW and CON phases	NON-EXEMPT	2020
SCL090041	94610	VTA	VTA: Renewable Energy Conversion Project	In Mountain View: North Bus Operating Division; Convert to solar power. The photovoltaic system will offset 100 percent of the electricity use at this facility.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
SCL090043	94610	VTA	VTA: San Jose High Volume Bus Stop Upgrade	In San Jose: VTA bus stops; Expand and enhance existing and/or construct new bus stops at high-volume locations.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Construction of new bus or rail storage/maintenance facilities categorically	2040
SCL090044	94610	VTA	VTA: TP OCS Rehab & Replacement	VTA: Rehabilitate and replace overhead catenary system (OCS) and associated components	2013 TIP Development - Update RTP ID; Update the regional air quality description to "EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems" to better reflect	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
SCL090046	240508	San Jose	Lower Guadalupe River Trail-Tasman Drive Underpass	In San José: along the Lower Guadalupe River Trail beneath Tasman Drive referred to Tasman Drive Underpass.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SCL110001	240508	San Jose	San Jose: Alameda - A Plan for The Beautiful Way	In San Jose: Along Alameda from Stockton Ave to Fremont St.; improve pedestrian mobility with improved facilities including enhanced crosswalks, sidewalks and signage.	2013 TIP Development - Update RTP-ID and retain this project in the TIP for informational purposes as it is ongoing and remove all RTP-LRP funds	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SCL110002	240466	VTA	Santa Clara County - US 101 Express Lanes	Santa Clara County: US 101 from Dunne Ave in Morgan Hill to San Mateo county line in Palo Alto: Convert existing US 101 HOV lane to express lane, add a second express lane and add SB aux lanes	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to add PSE and ROW to TIP Years and add $339M in RTP-LRP; Update the project description to include	NON-EXEMPT	2020
SCL110004	22854	Santa Clara Co	Page Mill Road/I-280 Interchange Reconfiguration	In Santa Clara County: modify I-280/Page Mill Road interchange.	2013 TIP Development - Update the funding plan to delay the ROW phase to FY13 and the CON phase to FY14 and reflect current cost estimate.	NON-EXEMPT	2015
SCL110005	240374	VTA	BART - Warm Springs to Berryessa Extension	In Santa Clara County: This project will extend BART from Warm Springs to the future Berryessa Station in San Jose, California.	2013 TIP Development - Update RTP ID	NON-EXEMPT	2020

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SCL110006	230200	San Jose	San Jose - Autumn Street Extension	In San Jose: Autumn St between Julian Street and San Carlos Street: Widen, partially realign, and extend Autumn Street to adequately accommodate projected traffic demand	2013 TIP Development: update the project description for clarification with change in the actual scope of the project and update funding plan	NON-EXEMPT	2020
SCL110007	22186	Santa Clara Co	San Tomas Expressway Widening	In Santa Clara County: Widen San Tomas Expressway between El Camino Real and Williams Road including adding sidewalks, adding a Class 1 Bike Path and replacing sound walls. Project is phased.	2013 TIP Development - Update RTP ID and funding plan to reprogram $9M in CON phase RTP-LRP funds to FY19 and reduce total project cost to $56.1M	NON-EXEMPT	2030
SCL110008	240463	VTA	SR 237 Express Lanes: Zanker Rd to Mathilda Ave	In Santa Clara County: Implement roadway pricing on SR 237 carpool lane.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to add $1.1M in FY13 PSE and reprogram $1.9M in Other Local from FY14 to FY15 and $10M in Other	NON-EXEMPT	2040
SCL110009	240119	VTA	El Camino Real Bus Rapid Transit	In Santa Clara County: Implement Bus Rapid Transit improvements on El Camino Real/The Alameda including: dedicated guideways, signal prioritization, low floor boarding, ticket vending machines,	2013 TIP Development - Update project schedule and funding plan	NON-EXEMPT	2015
SCL110010	240118	VTA	VTA: Stevens Creek Bus Rapid Transit	Implement Bus Rapid Transit improvements in the Stevens Creek corridor including: dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines, premium BRT stations, real-	2013 TIP Development - Update RTP ID and funding plan to increase total project cost to $161.5M	NON-EXEMPT	2020
SCL110016	230550	San Jose	Innovative Bicycle Detection System	San Jose: Test technologies on San Fernando Street and William/Bollinger streets, identify "best" technology, implement on additional city bikeways.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Reduced FY10 CON Other Local by $19K and update delivery milestones	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2030
SCL110028	240508	Campbell	Campbell Avenue Portals Bike/Ped Facilities	In Campbell: Cambell Avenue: Add pedestrian- and bicycle-friendly enhancements.	2013 TIP Development - Update the funding plan to reprogram CON phase from FY15 to FY19 and add $2.17M in FY19 CON RTP-LRP funds.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SCL110029	240508	San Jose	San Jose: Los Gatos Creek Reach 5 Bridge Crossings	In San Jose: Los Gatos Creek Tail between San Carlos St. and Montgomery Ave: Construct Los Gatos Creek Trail (Reach 5b/c).	2013 TIP Development - Update RTP ID and funding plan to reprogram ROW phase funds to FY16 and some CON phase funds to FY17 and FY19.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SCL110032	240508	Gilroy	Gilroy New Ronan Channel and Lions Creek Trail	In City of Gilroy: On Ronan channel levee from Sixth St to Leavesley Rd and Lions Creek levee from Kern to Tapestry Dr. build bicycle pedestrian trails.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SCL110033	240508	San Jose	San Fernando Street Enhanced Bikeway & Ped Access	In San Jose: along San Fernando Street between Cahill Street and 10th Street: enhance pedestrian and bicycle accessibility along San Fernando Street between Cahill Street and 10th Street including AC	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SCL110034	240508	San Jose	San Jose - San Carlos Multimodal Phase 2	In San Jose: Along the south side of San Carlos Street between Second Street and Market Street. The proposed project encompasses pedestrian-oriented improvements along the south side of San Carlos	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SCL110037	240508	Palo Alto	Palo Alto California Avenue Transit Hub	Palo Alto: On California Ave between El Camino Real (SR82) and the California Avenue - Park Blvd Plaza; streetscape, traffic calming, and Park Bvd Plaza improvements.	2013 TIP Development - Update the funding plan to reprogram the CON phase to FY13. Project back on Schedule for Fall 2013 Construction.	NON-EXEMPT - Not Regionally Significant Project	2040
SCL110051	240747	Santa Clara Co	SR2S for Santa Clara County	Santa Clara County: Provide a comprehensive Safe Routes to Schools education and awareness program, countywide outreach, and a teen-centered middle/high school project.	2013 TIP Development: Update contact info. Project retained in TIP for informational purposes because the project is in construction.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation	2040

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SCL110057	240747	San Jose	San Jose Walk N Roll - Safe Access	35 schools in San Jose: Encourage and promote pedestrian and bicycle safety along SRTS by installing low cost enhancements.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SCL110099	94610	VTA	VTA: Light Rail Bridge and Structure - SG Repair	Various Locations: Light rail bridge and structure defect investigation and repair. Stabilization measures to address Hamilton structure settlement.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
SCL110100	94610	VTA	VTA: Kinkisharyo LRV Overhaul Program	VTA: Scheduled overhaul of Kinkisharyo Light Rail Vehicles.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
SCL110101	94610	VTA	VTA: LRV Body Shop Dust Separation Wall	At the Guadalupe Operations Division: Install a dust separation wall in the light rail vehicle body shop.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
SCL110102	94610	VTA	VTA: LRV Maintenance Shop Hoist	VTA: In the LRV Maintenance shop, add an in-floor light rail vehicle hoist. The hoist will supplement existing hoist for additional capacity.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
SCL110103	94610	VTA	VTA: Update Santa Teresa Interlock Signal House	VTA: Update Santa Teresa Interlock Signal House to facilitate train movements.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
SCL110104	94610	VTA	VTA: Light Rail Track Crossovers and Switches	VTA: In the light rail system: Add light rail crossovers and switches to priority areas where crossovers are not currently available to enhance operational flexibility.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
SCL110105	94610	VTA	VTA: LR Signal Assessment / SCADA Replacement	VTA: On the Guadalupe Light Rail Operating Division; Light Rail Signal Assessment / SCADA System Replacement.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
SCL110106	94610	VTA	VTA: Diridon Tunnel Radio Replacement	VTA: In the Diridon Tunnel; Replace radio equipment as mandated by Federal Communications Commission.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
SCL110107	240740	San Jose	San Jose: Road Rehab and Ped. Facilities	In San Jose, On various streets, Rehabilitate roadway and construct pedestrian facilities.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SCL110108	240748	Santa Clara Co	Isabel Bridge Replacement (37C0089)	In Santa Clara County: Isabel Bridge (Bridge No. 37C0089) on San Antonio Valley Road, 8.3 miles east of Kincaid Rd: Replace existing one lane bridge with a two-lane bridge	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
SCL110116	240376	Campbell	Hacienda Ave Streetscape and Bicycle Imps	In Campbell: On Hacienda Avenue between Winchester Boulevard and Virginia Avenue: Construct bike lanes, on-street parking, accessibility ramps, park strip with street trees & shrubbery, sidewalk in-fill,	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2015
SCL110117	240508	San Jose	Park Avenue Multi-Modal Improvements	In San Jose: Improve pedestrian and bicycle facilities along Park Avenue between Hedding and Montgomery Streets.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SCL110118	240508	San Jose	St. John Street Multi-Modal Improvements - Phase 1	In San Jose: Improve bicycle and pedestrian facilities along St John Street between North Market Street and North Almaden Boulevard.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SCL110119	94610	VTA	VTA:Light Rail Transit Signal Priority Improvement	In Santa Clara County: implement a real-time, reliable transit signal prioritization and light rail vehicle detection system.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes; Update the funding plan to reduce FY12 CON Other Local by $607	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
SCL110120	22423	VTA	Together We Ride One-Call/One-Click Centers	In Santa Clara County: Build or expand local One-Call/One-Click Centers in Santa Clara County to improve access to a wide array of transportation services available for veterans, military personnel and	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040

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SCL110121	22423	Santa Clara Co	East San Jose Pedestrian Improvements	East San Jose: Various Roads: Fill in sidewalk gaps and provide ADA enhancements within existing rights-of-way	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SCL110125	240744	MTC	Local PDA Planning - Santa Clara	Santa Clara County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs).	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
SCL110126	22423	VTA	SCVTA: Low Income Fare Pilot Project	In Santa Clara County: SCVTA - Pilot project to promote transit ridership among low-income clients not currently eligible for transportation assistance and evaluate the success of pilot program in	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
SCL110131	22481	Caltrain	South Terminal Wayside Power	In San Jose: At Diridon Station: Replace the existing power substation, replace the wayside power cabinets on existing platforms with new cabinets, install new power cabinets on the two new platforms.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
SCL130001	240443	Sunnyvale	SR 237/US 101/Mathilda Interchange Modifications	In Sunnyvale: Modify US 101/Mathilda and SR 237/Mathilda interchanges to relieve congestion and improve local circulation.	Amend in a new non-exempt project into the TIP totaling $15M	NON-EXEMPT	2020
SCL130002	240477	VTA	SR 237 Express Lanes : Mathilda Avenue to SR 85	In Santa Clara County: Build new HOV/express lanes on SR 237 between Mathilda Avenue and SR 85.	Amend in a new non-exempt project into the TIP totaling $83.79M	NON-EXEMPT	2020
SCL990046	94610	VTA	VTA: Preventive Maintenance	VTA: Preventive Maintenance of agency's fleet.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
SCL991077	240742	Caltrans	I-680 Sunol Grade SouthBound HOV Lanes - SCL Final	Sunol Grade: From Rte. 84 in ALA to Rte. 237 in SCL.; Final project phase construction of HOV lane, shoulders and other project clean up. Santa Clara portion. More funding in ALA991083, ALA991084 and	2013 TIP Development - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2040
SF-010004	240534	SF DPW	4th St Bridge Seismic Retrofit & Rehab	San Francisco: On 4th St over Mission Channel waterway; Repair, seismic retrofit, and rehabilitation of 4th St. bridge.	2013 TIP Development - Update funding plan to add $12.1M in HBRR funds for the lawsuit settlement in FY13.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040
SF-010015	21342	TBJPA	Transbay Term/Caltrain Downtown Ext - Ph.1	San Francisco: Transbay Transit Center; Replacement and expansion of the terminal at the present site.	2013 TIP Development - Update funding plan to reprogram land sales proceeds from RTP-LRP funds to Other Local funds.	NON-EXEMPT	2020
SF-010028	21627	Caltrain	Caltrain Electrification	Caltrain: From San Francisco to Gilroy: Electrification of the caltrain corridor from San Francisco to Tamien, including caternary poles, wires, power supply, track and signals, and Electric Multiple Units	2013 TIP Development - Update scope and funding plan to include the procurement of 98 Electric Multiple Units (EMU's) to the scope.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2020
SF-010037	21510	SFMTA	SF Muni Third St LRT Phase 2 - New Central Subway	San Francisco: North-south alignment under 4th St. to Market, then under Geary to Stockton & under Stockton to Clay St; Extend the Light Rail line project includes procurement of four LRVs.	2013 TIP Development - Update RTP ID and funding plan to change the fund source of RTP-LRP funds to 5309 New starts funds per the Full Funding Grant Agreement	NON-EXEMPT	2020
SF-010038	21549	SF DPW	Bayview Transportation Improvements	In San Francisco-Implement direct access routes from US 101 to the Hunters Point Shipyard along Cesar Chavez Street to Illinois Street, Cargo Way and Jennings St and along Cesar Chavez Street to Evans	2013 TIP Development - Update scope, RTP ID and funding plan to decrease total project cost to $37.17M	NON-EXEMPT	2020

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SF-030002	240727	Natl Park Svc	Golden Gate Nat'l Rec. Area Road Rehab	Golden Gate National Recreation Area: Rehabilitate roadways providing access to and within the Golden Gate National Recreation Area in San Francisco, Marin and San Mateo Counties	2013 TIP Development ¿ Update RTP-ID	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SF-030004	94636	SFMTA	Misc Security Improvements & Graffiti Prevention	Muni: Security improvements for facilities, vehicles and equipment. Includes, but not limited to, CCTV, fencing, gates, lighting, electronic signage, and prompt graffiti cleanup to secure Muni assets and	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the contact information; Retain in the TIP for informational purposes	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SF-030013	94636	SFMTA	SFMTA: Wayside Fare Collection Equipment	Muni: Replacement of life-expired fare collection equipment.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
SF-050002	230290	TBJPA	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	San Francisco: Transbay Terminal; Extend Caltrain commuter rail service from Fourth/Townsend to Transbay Transit Center.	2013 TIP Development - Update funding plan to add $1,957,000,000 in RTP-LRP funds in FY19 to show full project funding	NON-EXEMPT	2020
SF-050014	94525	BART	BART/MUNI Direct Connection Platform	BART/MUNI; Embarcadero & Civic Center Stations; Provide a direct connection platform between the BART & MUNI at both stations.	2013 TIP Development - Update funding plan to reprogram CON phase funds to FY15. BART and Muni are now coordinating at the Powell Street Station due to the Central Subway Project.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SF-050024	94636	SFMTA	SFMTA:Train Control & Trolley Signal Rehab/Replace	SFMTA: Rehabilitate or replace elements of the Wayside/Central Train Control & trolley Signal Systems.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
SF-050026	94636	SFMTA	SFMTA: Escalator Rehabilitation	SFMTA: Replace 28 escalator at 7 stations in the Muni Metro System.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
SF-050034	94636	SFMTA	Light Rail Vehicle Overhaul Program	Muni: Systematic overhaul of all light rail vehicles components in agency fleet.	2013 TIP Development ¿ Update RTP-ID	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
SF-050039	240471	SFMTA	Glen Park Intermodal Facility	Muni: Glen Park Facility; Transit connectivity enhancements to improve connections between Muni and BART.	2013 TIP Development - Update project milestones,contact information and funding plan	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SF-050042	240486	SF DPW	Citywide:San Francisco Street Improvements	San Francisco: Citywide; implement street improvement program, including greening, streetscape and sidewalk reconstruction. Project will be constructed in phases	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2040
SF-050043	240681	MTC	City CarShare Pilot Program	City and County of San Francisco; Expand car sharing services to serve low and moderate-income neighborhoods (Project is Con Phase Only).	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
SF-050045	240727	Natl Park Svc	Golden Gate Nat'l Rec. Area Non-Motorized Access	Golden Gate Nat'l Recreation Area: Rehabilitate trail network. Implementing agencies are Golden Gate Nat'l Parks Conservancy and National Park Service.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SF-070003	22415	SFMTA	Historic Streetcar Extension to Fort Mason	San Francisco: From Fisherman"s Wharf through National Park Service lands in Aquatic Park to Fort Mason; Extend the E-line or the current F-line service.	2013 TIP Development - Update RTP ID	NON-EXEMPT	2015
SF-070004	230164	SF County TA	Geary Bus Rapid Transit	Muni: On Geary Boulevard; Design and implement a rail-ready BRT project.	2013 TIP Development -Revised schedule to reflect 2019 completion, updated project description, escalated cost based on schedule change to $183.7M, updated contacts	NON-EXEMPT	2020
SF-070005	230161	SF County TA	Van Ness Avenue Bus Rapid Transit	Muni: On Van Ness Avenue from Mission to Lombard; Design and implement a BRT project.	2013 TIP Development - Updated the funding plan to reprogram funds among phases and program years and update the delivery milestones.	NON-EXEMPT	2020

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
SF-070007	94636	SFMTA	Central Control - Facility Replacement	SFMTA: Transit Central Control Facility: Reconstruct and modernize the facility and systems; Project is phased	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to remove $38M in Prop-1B and change the source for $6.8M from Prop-1B to Salestax; Update	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SF-070009	240471	Port of SF	Embarcadero Corridor Transportation Improvements	San Francisco: Embarcadero corridor (China Basin & Fisherman"s Wharf); Improvements to transit services including signage, parking management strategies, bike/ped improvements & other outreach	2013 TIP Development - Update RTP ID and funding plan to reprogram RTP-LRP funds to FY19	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
SF-070010	22512	Port of SF	San Francisco Downtown Ferry Terminal	San Francisco: Downtown Ferry Terminal; Transit improvements including new intermodal transfer areas, ferry facilities, bike/ped improvements, passenger amenities and P.I. provisions.	2013 TIP Development - Update funding plan to reprogram RTP-LRP funds to FY19	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2020
SF-070012	230581	Port of SF	Fishermans Wharf Ferry Terminal Improvements	San Francisco: Fisherman Wharf at Pier 41 to Pier 45; Implement transit improvements structural improvements, new intermodal transfer areas, ferry facilities, bike/ped improvements etc.	2013 TIP Development - Update RTP ID and funding plan to reprogram RTP-LRP funds to FY19	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2020
SF-070014	240488	Port of SF	Pier 70 Shoreline Open Space Improvements	San Francisco: Port of San Francisco Pier 70; Implement Shoreline Open Space improvements including a historic preservation 22nd Street connection. Port Project listed for informational purposes only.	2013 TIP Development - Update RTP ID	NON-EXEMPT	2040
SF-070025	240493	SF DPW	SR 1 - 19th Avenue Median Improvements	In San Francisco: Median landscaping improvements along the 19th Avenue Corridor from Lincoln Way to Wawona Street.	2013 TIP Development - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SF-070027	230555	SF County TA	Yerba Buena Island (YBI) Ramp Improvements	San Francisco: On east side of the Yerba Buena Island Tunnel at SFOBB; Rehabilitate existing deficient bridges on the west side of the Island.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2020
SF-070029	21342	TBJPA	Transbay Transit Center - TIFIA Loan Debt Service	San Francisco, Transbay Transit Center: TIFIA Loan debt service for Phase 1 & 2. Update annual debt service amounts based on TIFIA loan agreement.	2013 TIP Development - Update funding plan	EXEMPT (40 CFR 93.126) - Planning and technical studies	2020
SF-070030	98593	SFMTA	SFGO-Corridor Management	Focused on the US 101 /Van Ness and Market Street corridors; Install new communications network and advanced traffic signal control systems with elements citywide.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.128) - Traffic signal synchronization projects	2030
SF-070036	240486	SFMTA	San Francisco Bicycle Route Improvements	San Francisco: Develop and implement preferred designs for closing existing gaps in the San Francisco Bicycle Route Network.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SF-070037	21320	GGBHTD	Golden Gate Bridge - Moveable Median Barrier	Marin/San Francisco Counties: Golden Gate Bridge; Install moveable median barrier on the Golden Gate Bridge to provide a physical separation between opposing directions of traffic.	2013 TIP Development - Update funding plan	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SF-070040	240344	SFMTA	SF Downtown Parking Pricing	San Francisco: Downtown: Implement variable pricing program study and assess options for implementing a residential parking pricing pilot and develop transferable technical specifications for SF park	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2020
SF-070045	94636	SFMTA	SFMTA: Trolley Coach Replacement	SFMTA: Replace 60, 1994 60' articulated Trolley Coaches with either Motor Coaches or Trolley Coaches.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SF-070046	240541	SFMTA	SFMTA: Rehab 170 Neoplans	SFMTA: Rehabilitate 170 Neoplans to extend the useful life.	2013 TIP Development - Retain this project in the TIP for informational purposes as it is ongoing; Update the delivery milestones and to update funding.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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SF-090004	230490	SF DPW	Harney Way Roadway Widening	In San Francisco: Harney Way from US 101 to Jamestown:Improvements including right-of-way engineering, land acquisition for future widening of roadway, design, landscaping and sidewalk	2013 TIP Development - Update RTP ID and funding plan to reprogram RTP-LRP funds and Private Developer Fees to FY20, and increase total project cost by $2.05M	NON-EXEMPT	2030
SF-090011	240557	SF County TA	Oakdale Caltrain Station	Planning, preliminary engineering, and environmental work for a new Caltrain station at Oakdale near Palou and transit service adjustments to serve station.	2013 TIP update: Update scope and funding plan to include planning, preliminary engineering, and environmental only and remove CON phase completely	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2020
SF-090012	240309	SFMTA	Additional Light Rail Vehicles to Expand Muni Rail	SFMTA: Addition of 10 light rail vehicles to expand service and reduce overcrowding on Muni Light rail lines.	2013 TIP Development - Update project schedule and funding plan to reprogram RTP-LRP funds from FY15 to FY19	NON-EXEMPT	2020
SF-090013	240147	SFMTA	Geneva/Harney Limited/Express Bus Service	Muni: provide 22 vehicles to operate Bus Rapid Transit service on existing streets in the Geneva/Harney corridor	2013 TIP Development - Update the funding plan to reprogram $1M in CON Other Local from FY14 to FY16 and $27M in CON Other Local from FY15 to FY17	NON-EXEMPT	2030
SF-090016	240147	SFMTA	Transit Center in Hunters Point	Muni:Transit Center in Hunters Point; Construct 10 bays, Low-level platform, Operator restroom, bus shelters,Electrical ductbank for MUNI power,etc	2013 TIP Development - add PBA RTPID, move CON funds from 2017 to 2019	NON-EXEMPT	2030
SF-090017	240147	SFMTA	Express/Ltd Bus Service into Hunters Point (north)	Muni: Procure and customize 20 trolley vehicles to operate new peak-period Bus Rapid Transit Service between Hunters Point and Downtown San Francisco.	2013 TIP Development - Update project schedule and funding plan to reprogram RTP-LRP funds to FY19	NON-EXEMPT	2030
SF-090018	240309	SFMTA	Oakdale-Palou Interim High-Capacity Bus Corridor	Muni: Procure, provide and customize 18 vehicles to operate High-Capacity Bus Service on existing transit corridor in the Bayview anticipating future Transit-Preferential Streets improvements.	2013 TIP Development - Update funding plan to move CON funds to 2019 and reduce PE funds by $1M	NON-EXEMPT	2020
SF-090019	240328	SFMTA	Extended Trolleybus Service into Hunters Point	SFMTA: Procure 5 electric trolley vehicles and construct 1 mile overhead wire infrastructure to extend High-Capacity Bus Service from existing transit corridor in the Bayview to Hunters Point	2013 TIP Development - Update RTP ID and funding plan to reprogram CON phase funds to FY19	NON-EXEMPT	2020
SF-090020	240147	SFMTA	Geneva-Harney BRT to Hunters Point - Geneva Extn	SFMTA: Extension of Geneva Harney BRT with an additional 0.35 miles from Bayshore/Geneva to Bayshore Transit Center, includes special bus shelters/landscaping/art for identity	2013 TIP Development - update funding plan to replace RTP-LRP funds in FY15 with Other Local funds in FY14	NON-EXEMPT	2030
SF-090021	240328	SFMTA	Geneva-Harney BRT to Hunters Point - Geneva Portio	SFMTA: Construct BRT in exclusive right-of-way on Geneva from Balboa BART to Naples. Construct TPS treatments on Geneva from Naples to Bayshore Blvd.	2013 TIP Development - Update RTP ID and funding plan to reprogram $42m in CON phase funds from Other Local to RTP-LRP funds in FY19	NON-EXEMPT	2020
SF-090023	240147	SFMTA	Geneva-Harney BRT to Hunters Point - Harney Portio	San Francisco: Bayview and Hunters Point: Construct extension of Geneva Harney BRT from Bayshore Transit Center to Hunters Point Transit Center	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram PE phase to FY14, $5M in FY14 CON to FY16 ROW and remaining CON funds to FY19; and	NON-EXEMPT	2030
SF-090024	240727	Natl Park Svc	Golden Gate Nat'l Rec. Area Water Transit Planning	Golden Gate National Recreational Area: Prepare planning studies to improve water transit access to national parklands in San Francisco and Marin counties.	2013 TIP Development - Update the funding plan to reprogram all funds from PE to CON per Caltrans guidance on planning study projects and update the RTP reference to conform with Plan Bay Area	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
SF-090027	240727	Natl Park Svc	Golden Gate Nat'l Rec. Area Transit Enhancements	Golden Gate National Recreational Area: Plan, design and construct exempt enhancements to public transit access to park sites.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks	2040
SF-090029	240543	SFMTA	San Francisco - Various Pedestrian Signal Upgrades	In San Francisco: Installation of accessible pedestrian signals (APS) and pedestrian countdown signals for safety and access improvement.	2013 TIP Development: project completed, pending close out & final paymennt; keep in the TIP for informational purposes	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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SF-090030	22425	MTC	Regional Planning Activities and PPM - SF County	San Francisco: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
SF-090031	94636	SFMTA	SF Muni - Preventive Maintenance	SF Muni - Preventive Maintenance	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SF-090032	240171	SFMTA	SFMTA: TEP Capital Implementation Program	SFMTA: Design and construction of investments focused on reliability improvements, travel time reductions, and Muni route updates. This is a phased project.	2013 TIP Development - Update RTP ID; Update the regional air quality description to "NON-EXEMPT" to better reflect the project scope	NON-EXEMPT	2020
SF-090035	94636	SFMTA	SFMTA: Paratransit Vehicle Replacements	SFMTA: Paratransit service across San Francisco; preserve service and replace 67 paratransit vehicles	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SF-090036	240533	SF DPW	San Francisco - Arelious Walker Stairway Imps.	In San Francisco: Arelious Walker Stairway Improvement Project - will include leveling of stairway landings and individual stairs, repair or replace handrails, sidewalk repair and vegetation removal.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SF-090037	240486	SFMTA	Phelan Loop Pedestrian and Street Beautification	In San Francisco: Phelan Loop at Ocean Ave, Geneva Ave and Phelan Ave. Pedestrian and Street Beautification; Construct new sidewalks, ped signals, accessible ramps, textured crosswalks, landscape.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SF-090038	240490	SF DPW	San Francisco Point Lobos Streetscape	In San Francisco: Construct new median, clearing and installation of trees, low level shrub planting & irrigation in median and along sidewalk.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SF-090039	240486	SFMTA	San Francisco Bicycle Parking	In San Francisco: Various Locations: Up to 1,186 bicycle parking spaces will be installed using a variety of bicycle storage facilities including but not limited to on-street corrals and off-street racks.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SF-090040	94525	BART	Balboa Park Station Eastside Walkway Project	Enhance the Balboa Park Station providing major accessibility and safety improvements.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing and to update funding.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
SF-090041	240488	SFMTA	Church and Duboce Bike/Ped Enhancements	San Francisco: Church Street at Market Street and on Noe Street between Duboce Avenue and 14th Street: Install and construct pedestrian and bicycle safety improvements including: curb cuts and signal	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SF-090042	240486	SFMTA	Sunset Boulevard Ped Safety and Education	San Francisco: On a two-mile stretch of Sunset Boulvard between Irving Street and Ocean Avenue: Install 4 ped signals, countdown features and accessible pedestrian signals (APS) for visually impaired	2013 TIP Development - Update the funding plan to add $389K in FY13 CON and $55K in FY11 PSE Salestax funds	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SF-090043	94636	SFMTA	SFMTA: Replace 45 NABI Motor Coaches & 17 Gilligs	SFMTA: Replace 45 NABI standard motor coaches and 17 Gillig Buses that are at the end of their useful life.	2013 TIP Development ¿ Update RTP-ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SF-090051	94525	BART	24th Street/Mission BART Plaza Pedestrian Imps.	San Francisco: 24th St BART Station: Plaza improvements, a bus bulb-out on Mission Street at the SW BART plaza, and raised crosswalks on 24th Street at intersecting alleys.	2013 TIP Development - update funding plan and updated sponsor to BART	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040

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SF-110002	240358	SFMTA	Mission Bay/UCSF Multi-Modal Transportation Imps.	San Francisco: Mission Bay: street additions, connections, realignments, improvements and enhancements; widen I-280/Mariposa off-ramp; and construct a transit loop for the T-third light rail line.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Expand description to incorporate elements from SF-110001, SF-110003, and SF-110004; Update the funding plan to add $38M	NON-EXEMPT	2020
SF-110005	240490	SF DPW	Great Highway Restoration	Implement a solution to restore and stabilize the Great Highway, stop bluff slides, and protect City infrastructure.	2013 TIP Development - Update RTP ID and funding plan to reprogram RTP-LRP funds to FY19	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SF-110006	240163	SF DPW	Hunters Pt Shipyard and Candlestick Pt Local Roads	In San Francisco: Hunters Point Shipyard and Candlestick Point: Implement new local streets to support multi-modal mixed use development.The project is phased	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area and the funding plan to remove $450K in Other Local and add $338M in Private-P3 funds. The project is phased	NON-EXEMPT	2030
SF-110007	240490	SF DPW	San Francisco - Folsom Streetscape and Rehab	San Francisco: On Folsom Street from 19th Street to Cesar Chavez: Streetscape and pedestrian improvements; and pavement rehabilitation	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SF-110008	98593	SFMTA	Second St Phase 1 - SFgo Signal Rehab and Upgrade	San Francisco: On 2nd St. between Market and Bryant: Design and install upgraded replacement underground interconnect conduits, pull boxes, fiber cables, and signal controllers	Project is ongoing, included for informational purposes.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2030
SF-110009	240490	SF DPW	San Francisco - Broadway Streetscape and Rehab	San Francisco: Streetscape and pedestrian improvements Kearny Street to Montgomery Street; and pavement rehabilitation on Broadway Street from Kearny Street to Battery Street.	Project is ongoing, listed for informational purposes only.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SF-110010	240541	SFMTA	SFMTA Transportation Asset Management System	San Francisco: SFMTA wil implement an Enterprise Asset Management (EAM) system to inventory all of its major assets. By using an EAM system, SFMTA will be able to store data on age, condition, and	2013 TIP Development - update screening criteria information and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
SF-110011	240681	SF County TA	Integrated Public-Private Partnership TDM Program	San Francisco: Implement pilot TDM strategies: (a) parking cash-out programs and TDM related approaches, and (b) Muni Partners shuttle coordination and expansion. Includes program evaluation.	2013 TIP Development: update Other Local funding, milestones, and contact information	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
SF-110012	240490	SF DPW	South of Market Alleyways Improvements, Phase 2	In San Francisco: Six alleyways in the South of Market neighborhood: Steetscape improvements include items such as new raised crosswalks, traffic chicanes, textured asphalt paving, new landscaping, and	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SF-110013	240488	SF DPW	San Francisco - Marina Green Bicycle Trail Imps.	In San Francisco: Between Lyon Street and Laguna Street: Design and construct improvements to the multi-use Marina Green Trail	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SF-110014	240486	Port of SF	San Francisco Cargo Way Bay Trail Bike Lanes	In San Francisco: On Cargo Way from Third Street to Jennings Street: Construct an on-street Class I bicycle facility, including a physical barrier, signage, striping, lane demarcations and signal modifications	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing with updated funding plan	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SF-110015	240747	SFDPH	San Franscico SR2S - Education and Outreach	In San Francisco: Countywide: Expansion of the existing San Francisco SR2S education and outreach program.	2013 TIP Development - Retain in the TIP for informational purposes as it is in-process	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
SF-110016	240486	SFMTA	San Francisco Market & Haight St.Transit/Ped Imps	San Francisco: Haight St. between Laguna and Market St: Convert to two way for transit operations, this includes work on the overhead wires, traffic signals, and streetscape/pedestrian improvements.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040

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SF-110029	240486	SFMTA	Sunset and AP Giannini SR2S Improvements	In San Francisco: On neighborhood streets near Sunset Elementary School and AP Giannini Middle School; Construct a bike lane and pedestrian safety & traffic calming improvements.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SF-110037	240681	SFMTA	Linked Priced Electric Bikesharing	Apply ITS technology and differential pricing with the colocation of shared electric bicycles within City CarShare's existing systems, at high demand parking locations in San Francisco and select Bay Area	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SF-110038	240476	SF County TA	San Francisco Parking Pricing and Regulation Study	San Francisco: Develop and evaluate parking-based approaches for the management of areawide traffic congestion in San Francisco.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
SF-110039	240493	SFMTA	SF Ped Safety and Encouragement Campaign	San Francisco: City-wide: 18-month pedestrian safety and encouragement campaign	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
SF-110040	240488	SFMTA	SF Crosswalk Conversion	San Francisco: At 12 uncontrolled crosswalks: Implement continental crosswalks and advance yield lines; At 21 signal or STOP controlled intersections: Implement continental crosswalks	2013 TIP Development - Update RTP ID; Update the funding plan to reprogram $19.5K in Other Local from FY12 PE to FY14 CON and add $13K in FY14 CON Other Local	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SF-110042	240526	SFMTA	SFMTA: N-Judah Customer First Program	SFMTA: On the N-Judah transit Corridor : enhancements include but are not limited to the following: Colorizing existing dedicated transit lanes, Transit Signal Priority, Vehicle Branding, and Enhanced stop	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the regional air quality description to "NON-EXEMPT" to better reflect the project scope	NON-EXEMPT	2020
SF-110043	240526	SFMTA	SFMTA: Mission Customer First Program	San Francisco: on Mission Corridor: implement enhancements to transit including but not limited to the following: Colorizing existing dedicated transit lanes, Transit Signal Priority, Vehicle Branding, and	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the regional air quality description to "NON-EXEMPT" to better reflect the project scope	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2020
SF-110044	94525	BART	Regional Real-Time Transit Information at BART	In downtown Oakland and downtown San Francisco: at six key intermodal BART stations: add additional real time transit information displays	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
SF-110045	240526	SFMTA	SFMTA: 8X Customer First Program	Project improves mobility and accessibility by moving people faster and with higher reliability. This premium transit service improves connections by providing a network benefit and expanding the range of	2013 TIP Development - Update RTP ID; Update the Regional Air Quality Description to Non-Exempt to better reflect the project description	NON-EXEMPT	2020
SF-110047	21011	SF City/County	Local PDA Planning - San Francisco	San Francisco City/County: Planning assistance to support transportation investments and improve performance in Priority Development Areas (PDAs)	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
SF-110048	94525	BART	BART 24th Street Train Control Upgrade Project	BART: 24th St. Station: Upgrade train control capability, including turn back facilities, to provide operational flexibility	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
SF-110049	240728	SF County TA	Treasure Island Congestion Pricing Program	San Francisco: Treasure Island: Implement Congestion Pricing Program	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the project description to include implementation of the Congestion Pricing Program; Update funding plan to add $10M	NON-EXEMPT	2040
SF-110050	94636	SFMTA	SFMTA: Replace 58 40' Neoplan Buses	SFMTA: Replace 58 40' Neoplan Buses originally in service in 2002 with 58 40' hybrid buses.	2013 TIP Development ¿ Update RTP-ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SF-110051	94636	SFMTA	SFMTA: Replace 26 60' Neoplan Buses	SFMTA: Replace 26 60' Neoplan Buses diesel buses originally in service in 2002 with 26 60' hybrid buses. Manufacturer to be determined. Included in RTP and agency Transit Fleet Management Plan; has	2013 TIP Development ¿ Update RTP-ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
SF-110052	240526	SFMTA	SFMTA - Free Muni for Youth Program	SFMTA - Implement a Pilot Program to provide free Muni to low and moderate income youth in San Francisco between the ages of 5 and 17	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2020
SF-110053	21017	WETA	WETA: Replace Ferry Vessels	WETA: Fund the replacement of all existing ferry vessels for WETA when the vessels reach the end of their useful life of 25 years.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SF-130001	240155	SF DPW	SF- Better Market Street Transportation Elements	In San Francisco: Market St from Steuart St to Octavia Blvd: improve roadway, including resurfacing, sidewalk and transit boarding improvements, transit connections, traffic signals, transportation	2013 TIP Development - Amend in a new non-exempt multi-phase project totaling $206.4 M	NON-EXEMPT	2020
SF-130002	240399	SFMTA	Implement Parkmerced Street Network	In San Francisco: Implement Parkmerced Street Network (includes a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle	2013 TIP Development - Amend in a new non-exempt multi-phase project totaling $47.96M	NON-EXEMPT	2040
SF-130003	240545	SFMTA	19th Ave. & Parkmerced M-Line Realignment	In San Francisco: Extend light rail corridor into Parkmerced development project, add three new light rail stations and facilities. Add rail track and operator support facilities.	2013 TIP Development - Amend in a new non-exempt multi-phase project totaling $80.94M	NON-EXEMPT	2030
SF-130004	240400	SF County TA	Treasure Is/Yerba Buena Is Street Improvements	In treasure Island: Implement Treasure Island/Yerba Buena Island street network Project includes a new street network, traffic calming, bike & pedestrian improvements, streetscape and transit/shuttle	2013 TIP Development - Amend in a new non-exempt multi-phase project totaling $47.96M	NON-EXEMPT	2040
SF-130005	240730	SF County TA	Treausure Island Pricing Mobility Improvements	In Treasure Island: Pricing Program Mobility Improvements including Transit Capital and maintenance improvements. The project is phased	2013 TIP Development - Amend in a new non-exempt multi-phase project totaling $23.5M	NON-EXEMPT	2040
SF-130006	240147	SF DPW	Southeast Waterfront Transportation Improvements	In San Francisco: Between Hunters Point Shipyard and Candlestick Point: improve roadways to facilitate connection of a 5-mile, multi-modal corridor, connecting project area with the Bayshore Intermodal	Amend a new non-exempt project into the TIP using $103M in Local, $103M in Private, and $48M in RTP-LRP.	NON-EXEMPT	2030
SF-130007	240370	SF DPW	HOPE SF Street Grid Phase 1	In San Francisco: Hunters View in Southeast at the intersections of Evans and Middle Point Road: realign existing streets and add new streets at public housing sites to improve transit, walking, and biking.	Amend a new non-exempt project into the TIP using $10M in local funds from the 2011 Road Repaving and Street Safety Bond	NON-EXEMPT	2030
SF-130008	240523	SF County TA	HOV Lanes on US 101 in SF - Project Development	San Francisco: US 101 from SF county line to Cesar Chavez: Planning, Preliminary Engineering, and Environmental to convert one existing lane in each direction to HOV lanes	Amend a new exempt project into the TIP using $2M in Other Local funds	EXEMPT (40 CFR 93.126) - Planning and technical studies	2015
SF-130009	240525	SF County TA	HOV Ramps: I-280/6th St Ramps-Project Development	San Francisco: I-280/6th St. I/C: Planning only for dedicated ramp for high-occupancy vehicles	Amend a new exempt project into the TIP using $2M in Other Local funds	EXEMPT (40 CFR 93.126) - Planning and technical studies	2015
SF-130010	240546	SF County TA	Construct Treasure Island Bus Terminal Facility	San Francisco: Treasure Island: Construct Treasure Island Bus Terminal Facility	Amend a new exempt project into the TIP with $2.79M in Other Local funds	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2020
SF-95037B	94636	SFMTA	SF Muni Rail Replacement Program	SFMTA: Systemwide - Phased design and replacement of trackway and related systems serving light rail and cable car lines.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
SF-970073	94636	SFMTA	SFMTA: Cable Car Vehicle Renovation Program	San Francisco: Rehabilitate up to four Cable Car vehicles in one year - two undergoing reconstruction, one in major overhaul, and one in minor overhaul.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
SF-970170	94636	SFMTA	SFMTA: Trolley Overhead Recon. Program	San Francisco: LRT: Phased design and replacement of the overhead wires and related traction power system serving light rail and trolley coach lines.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
SF-990003	240536	SFMTA	Global Positioning System	Muni: Global Positioning System, Central Control, and Radio system replacement project.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
SF-990004	240309	SFMTA	Islais Creek Motor Coach Facility	Muni: Islais Creek Motor Coach Facility; Develop a new operating division to replace the Kirkland motor coach operating facility when it is vacated for redevelopment. Phase 2 will construct a Maintenance	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2020
SF-990022	94636	SFMTA	SFMTA: ADA Paratransit operating support	Muni: ADA Paratransit Operating Subsidy.; provides funding for increased van/taxi services to people with disabilities who are prevented from using Muni's fixed route services.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
SF-991030	94089	SF County TA	US 101 Doyle Drive Replacement	San Francisco: US 101 (Doyle Drive) from Lombard Street/Richardson Avenue to Route 1 Interchange; Replace/rehabilitate roadway.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to add $928.65M in FY18 SHA (non-SHOPP), $6k FY13 SLPP and make minor phase/programming year	NON-EXEMPT	2040
SF-99T002	94636	SFMTA	Cable Car Traction Power & Guideway Rehab	SFMTA: Cable Car Traction Power and Guideway Rehab; Repair various guideway and infrastructure & make improvements to the cable car system.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
SF-99T005	94636	SFMTA	SFMTA: Historic Rail Car rehabilitation	SFMTA: San Francisco; Rehabilitation of historic light rail vehicles for operation.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
SM-010002	21893	SMCTA	SR 92 Shoulder Widening & Curve Correction	Half Moon Bay: Rte 92 btw eastern city limits and Pilarcitos Creek; Widen shoulders, straighten curves and improve vertical sight distances. No additional travel lanes.	2013 TIP Development - Update RTP ID and funding plan to increase PE phase funds by $300K, decrease CON phase by $300K and reprogram CON phase funds to FY19	EXEMPT (40 CFR 93.126) - Shoulder improvements	2040
SM-010031	240745	Caltrans	US 101 Auxiliary Lanes - 3rd to Millbrae	Cities of San Mateo & Millbrae: Route 101 from 3rd Ave. in San Mateo to Millbrae Avenue in Millbrae; Construct new Auxiliary Lanes, reconstruct overcrossing & install ramp meters.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2040
SM-010047	21606	SMCTA	US 101 / Willow Road Interchange Reconstruction	Menlo Park: US 101 at Willow Road Interchange; Reconstruct and reconfigure interchange (No additional travel lanes).	2013 TIP Development - Update RTP-ID	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2020
SM-010054	22481	Caltrain	San Mateo Bridges Replacement	City of San Mateo: Caltrain Corridor - replace the bridge decks at existing Poplar, Santa Inez, Monte Diablo and Tilton railroad grade separations.	2013 TIP Development - Update RTP ID and funding plan to add in $9M in FY14 Prop 1A funds, $72,250 in FY13 Other Local funds,and $10,085,870 in FY19 RTP-LRP funds	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2040
SM-030001	21608	Caltrans	US 101 Auxiliary Lanes - Marsh Road to SCL County	San Mateo County: On US 101 from Santa Clara County Line to Marsh Road; Construct new Auxiliary Lanes.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2020
SM-030010	22481	Caltrain	Caltrain: Systemwide Security	Caltrain: Security enhancements such as fencing, the installation of panic buttons, fire alarms, surveillance/communication equipment and site hardening of facilities along the Caltrain Corridor.	2013 TIP Development - Update RTP ID and funding plan to add in $939,246 in FY13 PROP-1B-CTSGP funds	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
SM-030023	94666	SamTrans	SAMTRANS: Preventive Maintenance	SamTrans: Preventative maintenance program for agency fleet.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
SM-030068	22481	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	Caltain: Replace jointed rail and upgrade existing main line track and related civil structures on the Caltrain Corridor.	2013 TIP Development - Update funding plan	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040

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SM-050001	98204	Pacifica	SR 1 - Fassler to West Port Drive Widening	In Pacifica: Route 1 between Fassler Ave. & West Port Dr.; Add an additional lane in each direction.	2013 TIP Development - Update RTP ID and funding plan to increase total project cost to $50.55M funded with $41.75M in Sales Tax Measure Funds, $6.9M in RIP funds and $1.9M in Other Local funds	NON-EXEMPT	2020
SM-050002	240018	SMCTA	Dumbarton Rail Service (PE and ROW only)	Dumbarton Bridge: Rail service over the Dumbarton bridge.	2013 TIP Development - update funding plan	NON-EXEMPT	2015
SM-050005	94525	BART	BART: Preventive Maintenance	BART: Systemwide; Preventive Maintenance	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
SM-050027	21603	SMCTA	US 101 / Woodside Interchange Improvement	Redwood City: US101/Woodside; Reconstruct and reconfigure interchange.	2013 TIP Development - Update RTP ID and funding plan to reprogram PE phase funds to FY15, ROW phase funds to FY18 and CON phase funds to FY19	NON-EXEMPT	2030
SM-050028	21602	Caltrans	US 101 / Broadway Interchange Improvement	City of Burlingame: US 101/Broadway Interchange; Reconstruct and reconfigure interchange. Replace existing bridge with a wider bridge structure. CMAQ funds to be used on bike/ped components of	2013 TIP Development - Update RTP ID	NON-EXEMPT	2020
SM-050040	22481	Caltrain	Caltrain: ADA Operating Set-aside	Caltrain: ADA Paratransit Operating assistance set-aside	2013 TIP Development - Update funding plan	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
SM-050041	22481	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades	Caltrain: Systemwide: Rehabilitate existing signal system and upgrade/replace communication equipment.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
SM-050046	21011	Daly City	SR 82 Daly City-Mission St. Pedestrian Imps.- Ph I	Daly City: Corner of Mission St. & John Daly Blvd & on Mission St. from John Daly Blvd to Alp St.: Construct transit & ped improvements including crossing & real time transit info (TLC/HIP).	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SM-050051	94666	SamTrans	SR 82 - El Camino Real Grand Boulevard Initiative	El Camino Real Corridor: Ped. & transit facility enhancements, streetscape improvements including medians, wider sidewalks, bike routes & improved linkages to transit hubs & downtown.	2013 TIP Development - update project description and transfer cost savings from Millbrae's share to the PE stage of the Complete Streets project.	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SM-050052	22261	Pacifica	SR1 San Pedro Creek Bridge Replacement	Pacifica: On State Route 1 at San Pedro Creek; Replace bridge and roadway approaches within Caltrans right of way. No new travel lanes.	2013 TIP - Update RTP ID	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2015
SM-050053	240143	Millbrae	US 101 Millbrae Ave Bike/Ped Bridge	Millbrae: Across US 101 north of and adjacent to the existing Millbrae Avenue bridge; Construct a new 10-ft wide Class 1 mixed-use bike/ped overcrossing.	2013 TIP Development - Project schedule delayed. Reprogram PE phase from FY11 to FY16 and CON phase funds from FY 15 to the FY 19.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2020
SM-070002	22274	CCAG	San Mateo Countywide ITS Improvements	San Mateo County: County-wide; ITS improvements at various locations in San Mateo County.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
SM-070004	230592	East Palo Alto	Bay Rd Improvement Phase II & III	E. Palo Alto: On Bay Rd btw University & Fordham (Ph II) & btw Clarke/Illinois & Cooley Landing Ph. III; Improvements including resurface, streetscape, bike lanes, & other improvements. HPP #706	2013 TIP Development - Update funding plan	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2015
SM-070006	21607	East Palo Alto	US 101 University Ave Overpass Bike/Ped Facility	E. Palo Alto: On University Ave across US 101 btw Woodland Ave and Donahoe St; Construct Bike Lane. HPP #3769	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2015
SM-070008	240048	Caltrain	Caltrain South Terminal Phase II and III	Phase II of this project is to construct an additional mainline track and new signal controls just north of Diridon Station. Phase III is to install an additional mainline track and signal controls just south of	2013 TIP Development - update funding plan.	NON-EXEMPT	2020
SM-070029	21612	CCAG	Dumbarton Bridge to US101 Connection Study	East Palo Alto: Dumbarton Bridge at US 101; Study of connection between the Dumbarton Bridge and Highway 101. SAFETEA Earmark HPP #3062 ($400K)	2013 TIP Development - Update funding plan	EXEMPT (40 CFR 93.126) - Planning and technical studies	2030

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SM-070030	94525	BART	Daly City BART Station Improvements	At the Daly City BART station: improve wayfinding signage, bicycle access improvements, and shuttle stop enhancements.	2013 TIP Development - Retain in the TIP for informational purposes as the project is on-going	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SM-070031	21011	San Bruno	SR 82 El Camino Real: Grand Boulevard Initiative	San Bruno: Along El Camino Real & along San Bruno Ave; Install or upgrade landscaping and add irrigation systems in the medians plus other beautification enhancements.	2013 TIP Development - Project funds are allocated. Project is not closed out. Save for information purposes only.	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2040
SM-070032	22481	Caltrain	VMS-PA Systems Integration	Caltrain: Develop integrated visual messaging signs (VMS) and a public address (PA) system.	2013 TIP Development. Retain in TIP for informational purposes as project is ongoing.	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SM-070037	22274	CCAG	San Mateo County Traffic Incident Management	In San Mateo County: Implement traffic incident management strategies by deploying Intelligent Transportation System (ITS) elements.	2013 TIP Development - Update RTP ID; Update the regional air quality description to "EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects" to better	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
SM-070049	94666	SamTrans	Facility/Equipment Rehabilitation/Replacement	Operating/maintenance facility/equip rehabilitation/replacement, including the provision of facility improvements for administration, maintenance, and operations at the Central Administrative facility, the	2013 TIP Development - Update funding plan	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
SM-090001	22481	Caltrain	Narrow Banding Project	Caltrain: Develop a project strategy plan to identify Caltrain's radio equipment that cannot be modified/reprogrammed to narrow bridge banding and to produce a master voice systems plan.	2013 TIP Development. Retain in TIP for informational purposes as project is ongoing.	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
SM-090003	94644	SMCTA	Construct WB lane on Rte 92	In San Mateo County: On Route 92; Construct a West Bound portion of slow vehicle passing lane in the vicinity between Route 35 to I-280.	2013 TIP Development - Update scope to portion of the passing lane and change funding to within RTP limits and push out ROW, PSE&E and CON to outer years with RTP-LRP.	NON-EXEMPT	2030
SM-090004	22756	Brisbane	US 101/Candlestick Interchange	In San Mateo County: U.S. 101/Candlestick Point Interchange - Reconfigure interchange to allow for safer and better flow of traffic	2013 TIP Development - Update project funding year for the RTP-LRP funds from FY 2016 to FY 2019 to reflect actual progress of PSR and related development's Environmental Impact Report.	NON-EXEMPT	2020
SM-090005	240176	Foster City	Foster City - Triton Drive Widening	In Foster City: Construct additional eastbound lane on Triton Drive between Foster City Blvd. and Pilgrim Drive. In addition, re-stripe Metro Center Boulevard and re-align traffic median on east bound MCB	2013 TIP Development - Update funding plan	NON-EXEMPT	2015
SM-090006	230704	Foster City	State Route 92/Chess Drive - Ramp Widening Project	In Foster City: At the SR 92/Chess Drive intersection; widen on and off ramps	2013 TIP Development - Update RTP ID and funding plan	NON-EXEMPT	2015
SM-090007	230428	Redwood City	Blomquist Street Extension	In Redwood City: On Blomquist Street; extend from Seaport Blvd to Bair Island Road. Project may be phased.	2013 TIP Development - Update RTP ID and funding plan to reprogram PE phase funds to FY15, and CON phase funds to FY20	NON-EXEMPT	2040
SM-090008	230417	San Carlos	US101/Holly Interchange modification	City of San Carlos: At Holly St./ 101 Interchange Modification;Widen east bound to north bound ramp to two lanes and eliminate north bound to west bound loop	2013 TIP Development - Update funding plan	NON-EXEMPT	2020
SM-090009	21604	SMCTA	US 101 Aux lanes from Sierra Point to SF Cnty Line	San Mateo County: On US 101; Construct auxiliary lanes from Sierra Point to SF County Line	2013 TIP Development - Update project schedule and change the funding year for the RTP-LRP funds from FY2015 to FY2019.	NON-EXEMPT	2020
SM-090010	21615	SMCTA	I-280/Route 1 interchange safety improvements	Daly City: Implement interim safety and operational improvements at the I-280/Route I interchange.	2013 TIP Development - Update RTP ID and funding plan to reprogram CON phase funds to FY19	NON-EXEMPT	2030

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SM-090011	21892	SMCTA	Woodside Road Widening - El Camino to Broadway	Redwood City: Widen portions of Woodside Road from 4 to 6 Lanes from El Camino Real to Broadway	2013 TIP Development - Update funding plan	NON-EXEMPT	2040
SM-090013	21613	SMCTA	Improve Rte 92 from SM Bridge to I-280	In San Mateo County: On Route 92; Widen and add an uphill passing lane from US 101 to I-280.	2013 TIP Development - Update project schedule and change the funding year for the RTP-LRP funds from FY2015 to FY2019. Reduce project cost to RTP cap.	NON-EXEMPT	2030
SM-090014	22282	SMCTA	Improve US 101 operations near Rte 92	City of San Mateo:On US 101; Operational improvements near Route 92	2013 TIP Development - Update funding plan	NON-EXEMPT	2030
SM-090015	22751	Half Moon Bay	Route 1 improvements in Half Moon Bay	In Half Moon Bay: On Route 1; Improve safety on Route 1, including adding protected left and right turn lanes at Route 1, adding through lanes on Route 1 at signalized intersections, and constructing new	2013 TIP Development - Update scope and funding plan to reflect the scope in the RTP	NON-EXEMPT	2015
SM-090021	240064	Caltrain	Caltrain Grade Separation Program	Along the Caltrain line, provide grade separations of existing crossings at San Bruno, San Mateo, and Angus Avenues in San Bruno and the demolition of the existing San Bruno Station, and reconstruct it	2013 TIP Development. Retain in TIP for informational purposes as project is ongoing and to update funding.	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2040
SM-090023	240745	Caltrans	San Mateo County: Install TMS Elements	In San Mateo County, from Santa Clara County line to San Francisco county line. Install TMS Elements.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation	2040
SM-090024	22425	MTC	Regional Planning Activities and PPM - San Mateo	San Mateo: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
SM-090041	230430	Brisbane	Bayshore Corridor North South Bikeway	Installation for Phase II of a Class II Bikeway which requires AC paving, restriping, and installation of signage. A small segment of the bikeway will require construction of a center concrete barrier.	2013 TIP Development - Retain in the TIP for informational purposes as the project is on-going	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SM-090054	22274	San Mateo	Smart Corridor Initial Implementation Project	In the City of San Mateo - install PTZ and closed circuit television cameras, flush plans, upgraded traffic signal controllers, trailblazers signs (TBS), arterial system detection station and upgrade	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
SM-110002	22120	WETA	WETA: Redwood City Ferry Service	WETA: Redwood City; Implement ferry transit service between Redwood City and San Francisco	2013 TIP Development	NON-EXEMPT	2015
SM-110003	22279	SSF	Utah Avenue (Produce Avenue) Overcrossing	This project will develop a construct a local interchage over highway 101 and ramp improvements at Oyster Point, Miller Avenue, Wondercolor Lane, and Grand Avenue.	2013 TIP Development - Update RTP ID and funding plan to reprogram PE phase funds to FY14, CON phase funds to FY19 and add $160K to the PE phase	NON-EXEMPT	2040
SM-110004	240511	Caltrans	I-280 Wildlife Connectivity Research	Research wildlife connectivity on the I-280 Corridor	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
SM-110005	94666	SamTrans	Making the Last Mile Connection TDM Program	Redwood City: Implement TDM strategies including: carshare pods at Redwood city Caltrain station and downtown sites, short-distance vanpools, telework and flex-schedules, and residential and	2013 TIP Development - Retain in the 2011 and 2013 TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
SM-110006	94666	SamTrans	GBI: Removing Barriers to Livable Communities	Daly City: El Camino Real: Develop strategies for removing barriers to livable communities includes five focus areas: (1) street design, (2) economic development and housing, (3) infrastructure, (4)	2013 TIP Development - update funding plan to reprogram all funds to FY14	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SM-110007	21011	San Mateo	Delaware Street Bike Lane and Streetscape	In City of San Mateo: On Delaware Street between Charles Lane and Guilford Avenue; Bicycle/pedestrian improvements	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT - Not Regionally Significant Project	2040
SM-110009	21011	Daly City	Daly City - Citywide Accessibility Improvements	Daly City: Various locations throughout the City: Project includes accessibility enhancements	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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SM-110010	21011	San Mateo	El Camino Real Phase I Improvement	El Camino Real (SR82)between 28th & 31st Ave - Grand Blvd Initiative improvements	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SM-110011	21011	San Bruno	San Bruno Street Medians and Grand Blvd Imps	San Bruno: El Camino Real (SR 82), San Bruno Avenue, Sneath Lane and other Arterials - Median enhancements	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SM-110012	21011	San Bruno	San Bruno Transit Corridor Ped Connection Imps	San Bruno: El Camino Real from San Bruno Avenue to Sneath Lane, San Bruno Avenue from El Camino Real to Huntington Avenue and Huntington Avenue from San Bruno Avenue to Sneath Lane. Streetscape	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SM-110014	230697	Menlo Park	Menlo Park 2010/11 Resurfacing of Federal Aid Rtes	Menlo Park: Marsh Road, Middlefield Road, Middle Avenue and Sand Hill Road, pavement rehabilitation.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SM-110019	230697	San Carlos	San Carlos Pavement Rehab Program	San Carlos: Howard Avenue between Old County Road and Industrial Road, Elm Drive between San Carlos Avenue and Magnolia Avenue (excluding the part that was recently resurfaced), and all of Club	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SM-110022	230550	CCAG	San Mateo County SR2S Program	San Mateo County: Countywide: Provide modularized safe routes to school programs and projects that focuses on education, encouragement, evaluation and enforcement components to all interested	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2030
SM-110023	230430	SSF	South San Francisco: Regional Gap Closure Project	South San Francisco: Various locations: Install class II bike lanes and sharrows throughout the City, as well as provide pavement repairs on the bike lane roadway segments.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SM-110024	230430	San Mateo Co	CSRT South of Dam Conversion	San Mateo County: 4,480-foot section of existing SFPUC service road: Convert to Crystal Springs Regional Trail South of Dam Project.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SM-110025	230430	Redwood City	Bair Island Bay Trail Facility and Improvements	Redwod City: From the U.S. 101 auxiliary lane bike path (Class I) terminating at Whipple Avenue, to the existing Class II bike lanes of Bair Island Road: Provide a gap closure in the bike path	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SM-110027	230430	Half Moon Bay	Highway 1 Bicycle/Pedestrian Trail	In Half Moon Bay: On State Route 1 between Kehoe Avenue and Roosevelt Boulevard: Construct a paved bicycle/pedestrian trail	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SM-110028	21011	San Carlos	East Side Community Transit Connectivity Imps	In San Carlos, on Old County Road between Brittan Ave and Belmont City Limits and on East San Carlos Ave between Old County Rd and Industrial Rd, provide pedestrian and bicycle enhancements.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SM-110035	230697	San Mateo Co	Resurfacing of Pescadero Creek Road	In Pescadero: On Pescadero Creek Road between Hwy 1 and Cloverdale Road; Rehabilitate roadway inluding replacement of striping and pavement markings.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SM-110047	21613	San Mateo	SR92/El Camino Real (SR82) Ramp Modifications	San Mateo: At the SR92/El Camino Real (SR82) interchange: Modify existing on/off rampsto improve the ingress and egress of the interchange.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
SM-110053	94666	SamTrans	SAMTRANS: Advanced Communication System Upgrades	SAMTRANS: Upgrade Advanced Communication System (ACS). ACS is a set of interrelated radio and computer components deployed at SamTrans dispatch centers and onboard vehicles	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040

* Projects with Conformity Analysis Years of 2040 reference programmagtic projects or project with a planned completion date after 2030 in Plan Bay Area.

TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
SM-110054	94666	SamTrans	Reconfiguration of San Carlos Transit Center	San Carlos Transit Center: Reconfigure and rehabilitate the current transit center to facilitate improved safety and connections between SamTrans fixed-route bus service, Caltrain commuter rail, local	2013 TIP Development - Update funding plan	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
SM-110062	94666	SamTrans	Samtrans - Replace 62 1998 Gillig Buses	Samtrans: Replace 62-40' 1998 Gillig Buses, which have exceeded their useful life.	2013 TIP Development - Update funding plan	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SM-110063	230430	San Mateo Co	CSRT South of Hwy 92 Conversion	In Unincorporated San Mateo County, Crystal Springs Regional Trail, Between Hwy 92 and Ralston Bike Trail on Cañada Rd; convert service road to multi-use trail for pedestrian, cyclist, and equestrians.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SM-110064	22423	San Mateo	North Central Pedestrian Improvement Program	North Central San Mateo: Various locations south of Cypress Avenue: pedestrian infrastructure improvements including new curb ramps, crosswalks, curb extensions, lighting, and advanced stop bars	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SM-110065	22423	Redwood City	Middlefield Rd and Woodside Rd Intersection Improv	In Redwood City: At the intersection of Middlefield Rd and Woodside Rd; modify intersection to provide pedesrtrain facilities.	2013 TIP Development ¿Update RTP-ID	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
SM-110067	21011	MTC	Local PDA Planning - San Mateo	San Mateo County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
SM-110068	94666	SamTrans	SamTrans - Replacement of Articulated Bus Fleet	SAMTRANS: Replace up to 55 2002 60' NABI diesel articulated buses that have exceeded their useful life.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SM-110069	94666	SamTrans	Replacement of 19 2007 Cutaway Buses	Samtrans: Replace 19 2007 22' diesel powered cutaway buses that have exceeded their useful life with 19 22' gasoline powered buses	2013 TIP Development ¿ Update RTP-ID and funding plan to delete $459,428 in Sales Tax funds, add $376,398 in Prop-1B-PMTISEA funds and $83,030 in Other Local funds	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SM-110070	94666	SamTrans	SAMTRANS: Replacement of 14 2009 Minivans	SAMTRANS: Replace 14 2009 para-transit minivans that have exceeded their useful life.	2013 TIP Development - Update funding plan.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SM-110073	230697	Pacifica	FY 2014-15 Linda Mar Boulevard Pavement Rehab	In Pacifica: On Linda Mar Boulevard, Pavement Rehabilitation, from the Linda Mar Shopping Center to Adobe Drive.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SM-130001	21013	MTC	Dumbarton Bridge Seismic Retrofit	San Francisco Bay Area: Dumbarton Bridge: Upgrade the Dumbarton Bridge to meet all current seismic and safety design standards	2013 TIP Development - Amend in a new exempt project totaling $33.6M	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040
SM-979013	240745	Caltrans	SR 1 Devils Slide Bypass	San Mateo County: SR 1 between 2nd Street in Montara and Linda Mar Boulevard in Pacifica; Construct new bypass with tunnel(s) and approaches.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2040
SM-990026	94666	SamTrans	SAMTRANS: ADA Paratransit Operating Subsidy.	SamTrans: ADA Paratransit Operating Subsidy.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
SOL010006	21017	F-S Transit	Fairfield-Suisun Transit: Operating Assistance	Fairfield-Suisun Transit: Operating Assistance to support transit operations.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
SOL010007	21017	Vacaville	Vacaville Transit: Operating Assistance	Vacaville Transit: Operating Assistance	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040

* Projects with Conformity Analysis Years of 2040 reference programmagtic projects or project with a planned completion date after 2030 in Plan Bay Area.

TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
SOL010031	240313	Benicia	Military/Southampton & Military/First Intermodal	Benicia: On Military West and Southampton Avenue and on Miltary and First Street; construct intermodal facilities (Construct parking lot and transit transfer area).	2013 TIP Development - Update RTP ID, exemption code to non-exempt and retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2015
SOL030002	21341	Fairfield	Fairfield/Vacaville Intermodal Rail Station	In Fairfield: Capitol Corridor; Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot,bike and other station facilities.	2013 TIP Development - Update RTP ID and funding plan to reprogram $4M in RIP funds from FY12 to FY13	NON-EXEMPT	2015
SOL030015	240600	FHWA	San Pablo Bay Entrance Rehabilitation	Solano County; San Pablo Bay: Rehabilitate entrance road 0.6 miles.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SOL050003	240594	Caltrans	I-80/I-680 Aux Lanes Improvement Landscaping	Fairfield: I-80/I-680 Connector improvements and auxiliary lanes landscaping.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2040
SOL050006	240748	Caltrans	Suisun Valley Rd Bridge Replacement 23C0077	Suisun City: Suisun Valley Rd at Bridge over Suisun Creek .4 miles West of June Williams Rd; Replace one lane bridge with 2 lane bridge.	2013 TIP Development - Update RTP ID and funding plan to match obligation	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
SOL050012	22794	Vallejo	Vallejo Curtola Transit Center	In Vallejo: Vallejo Curtola Transit Center; Construct intermodal facilities for express bus service.	2013 TIP Development - Update RTP ID, exemption code to non-exempt project, and update funding plan to add RM2 funds: $1.8M in FY13 PSE, $3.5M in FY14 CON,$4.95M in FY14 CON and delete RM2	NON-EXEMPT	2015
SOL050048	98212	Vallejo	Vallejo: Downtown Streetscape	Vallejo: Sacramento Street (Georgia - Maine), Virginia Street (Sonoma - Sacramento), Marin Street (Virginia - Georgia); Pedestrian enhancements including traffic calming, restriping, parking, signs, lighting,	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SOL070002	240745	Caltrans	I-80 Alamo Creek On-Ramp and Bridge Widening	Route 80: In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp; Lengthen on-ramp and widen bridge.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2040
SOL070012	240600	Solano County	Cordelia Hills Sky Valley	Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project is predominantly	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to add $40K in Other Local CON funds	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SOL070014	240594	Caltrans	I-80/I-680 Mitigation Landscaping	Fairfield: On Route 80 between Green Valley Road and Cordelia Truck Weigh Station; Landscape Mitigation.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2040
SOL070020	230326	STA	I-80/I-680/SR 12 Interchange Project	Fairfield: Improve I-80/I-680/Route 12 I/C(Ph 1), including connecting I-80 to SR 12 W, I-680 NB to SR 12W (Jameson Canyon), I-80 to I-680 (+ Express Lane Direct connectors), build local I/C and build	2013 TIP Development - Update RTP ID and update funding plan to reflect RM2 and AB1171 funds programming actions and to add $579,691,000 in RTP-LRP funds in FY19	NON-EXEMPT	2020
SOL070021	240720	Solano County	Travis AFB: South Gate Improvement Project	Fairfield: Petersen Road by Travis Air Force Base; Between Walters Road to Travis AFB. Widen roadway to standard lane width, including shoulder and other safety improvements (truck stacking). No new	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040
SOL070026	98212	Vacaville	Ulatis Creek Bike Path - Ulatis to Leisure Town	In Vacaville: Ulatis Creek Bike Path from Ulatis Drive to Leisure Town Road; Construct Class I bike path.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SOL070032	94683	SolTrans	SolTrans: Preventive Maintenance	SolTrans: Preventive maintenance of vehicles and equipment necessary for the maintenance of federally funded assets.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
SOL090001	240210	Vacaville	I-505/Vaca Valley Off-Ramp and Intersection Imprv.	Widen the southbound I-505 off-ramp at Vaca Valley Parkway to provide left turn storage and signalize the southbound ramps at the intersection of Vaca Valley Parkway.	2013 TIP Development - Update RTP ID and update funding plan to reprogram CON phase funds to FY14	NON-EXEMPT	2015
SOL090003	230322	STA	EB I-80 Cordelia Truck Scales Relocation Project	Solano County: rebuild and relocate the Eastbound Truck Scales Facility, build a 4-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12	2013 TIP Development - Update RTP ID, funding plan to reduce RM2 funds by $24.6M and add in $22.583M in AB1171 funds and retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2015
SOL090006	22425	MTC	Regional Planning Activities and PPM - Solano	Solano: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
SOL090008	21017	Fairfield	Fairfield - Fareboxes Purchase & Implementation	City of Fairfield - GFI Fareboxes Purchase & Implementation	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
SOL090015	240596	Solano County	Redwood-Fairgrounds Dr Interchange Imps (Study)	Near Vallejo: Btw SR 37 & Carquinez Bridge; Conduct study to determine the feasibility of constructing expanded I-80 Redwood St./Fairgrounds Dr. Interchange and parkway improvements. PSE, PE and Env.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
SOL090028	94683	SolTrans	SolTrans: AVL Technology	SolTrans: Upgrade communication devices, such as AVL, GPS and other.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
SOL090033	94683	SolTrans	SolTrans: Bus Maintenance Facility Renovation	SolTrans: Bus Maintenance Facility Renovation	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
SOL090034	94683	SolTrans	Bus Replacement (Alternative Fuel)	SolTrans: Replace (3) 45" MCI commuter coaches as they reach their useful life.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SOL090035	98212	Solano County	Vacaville-Dixon Bicycle Route (Phase 5)	Vacaville and Dixon: On both sides of Hawkins Road from Leisure Town Road (western terminus) to Pitt School Road (eastern terminus); Class 2 bicycle lanes. Phase 1 from Pitt School to Fox Rd. Remaining	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SOL110001	240581	MTC	I-80 Express Lanes (Vacaville)	I-80 in Solano County from I-505 to Air Base Parkway (new lanes); widen to add an express lane in each direction from I-505 to Air Base Parkway.	2013 TIP Development - Update RTP ID and funding plan to reduce the cost to match the RTP costs	NON-EXEMPT	2020
SOL110002	230660	MTC	I-80 HOV conversion to Express Lanes (Fairfield)	I-80 Red Top Road to Airbase Parkway: widen and convert existing HOV lane to HOT lane.	2013 TIP Development - Update RTP ID and funding plan to reduce the cost to match the RTP costs and moved the CON phase to FY19 as RTP-LRP funds	NON-EXEMPT	2020
SOL110003	94151	STA	Jepson: Vanden Road from Peabody to Leisure Town	Jepson Parkway segment: Vanden Road project from Peabody Road to Leisure Town Road.	2013 TIP Development - Update RTP ID and funding plan to reduce FY16 STIP funding to $16.9M, move $8.2M of STIP to SOL110006 and add local funding of $1.7M	NON-EXEMPT	2020
SOL110004	94151	STA	Jepson: Walters Rd Ext - Peabody Rd Widening	Jepson Parkway segment: Walters Road Extension - Peabody Widening.	2013 TIP Development - Update RTP ID and update funding plan to reprogram ROW and CON phase funds to FY19	NON-EXEMPT	2020
SOL110005	94151	STA	Jepson: Leisure Town Road from Vanden to Elmira	Jepson Parkway segment: Leisure Town Road from Vanden Road to Elmira Road	2013 TIP Development - Update RTP-ID and funding plan to increase STIP funds in FY16 from $8.2M to $13.6M and add $1.7M in local funds in FY16	NON-EXEMPT	2020
SOL110006	94151	STA	Jepson: Leisure Town Road from Elmira to Orange	Jepson Parkway segment: Leisure Town Road from Elmira Road to Orange Road	2013 TIP Development - Update RTP ID and funding plan to add $8.3M in STIP funds in FY16 (transferred in from SOL110003) and add local funds in FY16 by $2M and remove $7.3M in RTP-LRP funds.	NON-EXEMPT	2020

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
SOL110007	21017	Fairfield	Fairfield Transportation Center - Phase 3	In Fairfield: Fairfield Transportation Center; Contruct approximately 600 automobile parking spaces in a parking structuere, multi-use trail to improve access to FTC and other passenger amenities.	2013 TIP Development - Update RTP-ID and update funding plan to reprogram unallocated RM2 project #6.3 funding of $4,500,000 to FY 14 and added RM2 project #17.2 funding of $2,250,000 in FY 14	NON-EXEMPT	2040
SOL110008	22985	Benicia	Benicia Indust. Park Multi-Modal Transit Area Plan	In Benicia: on Benicia Industrial Park area near railway; develop a specific plan for a new transit stop and accompanying multi-modal facilities.	2013 TIP Development - Update the funding plan to add $1.125M in RM2 funds and reprogram RM2 funds to FY14	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2015
SOL110009	230635	Vacaville	Vacaville Intermodal Station - Phase 2	In Vacaville: Construction of a three to four story, approximately 400 space, parking garage.	2013 TIP Development - Update RTP ID and funding plan to reprogram RTP-LRP funds to FY19 and change amount to $11.2M	NON-EXEMPT	2015
SOL110012	98212	Suisun City	Grizzly Island Trail - Phase 1	In Suisun City: On State Route (SR) 12 between Grizzly Island Road and Marina Boulevard; Design and construct a Class I Path, then south along Marina Boulevard to Driftwood Drive.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SOL110019	240605	STA	Solano Safe Routes to School Program	In Solano County, Countywide: Implement Countywide Solano Safe Routes to School Program, including Planning, Education, and Encouragement events and materials.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing and update the RTP ID	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SOL110020	240602	STA	Eastern Solano / SNCI Rideshare Program	Eastern Solano Air Basin (Sacramento Valley Air Basin - Solano/Napa Commuter Info): Encourage ridesharing activities within the Eastern Solano County Region.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
SOL110024	240600	STA	Dixon West B. St Bike/Pedestrian Undercrossing	Dixon: Under UPRR between SR-113 and West A Street: Build a grade-separated bicycle/pedestrian crossing - relocate utilities, build ADA compliant ramps and tunnel under railroad tracks connecting West	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SOL110025	94683	SolTrans	SolTrans: ADA Paratransit Operating Subsidy	SolTrans: ADA Paratransit Operating Subsidy	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
SOL110027	21017	Fairfield	Transit Vehicle Replacement	City of Fairfield: replace buses in its fleet that are beyond their useful lives with Americans with Disabilities Act (ADA) and California Air Resource Board (CARB) compliant vehicles.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the project sponsor from Fairfield-Suisun Transit to Fairfield	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SOL110033	94683	SolTrans	SolTrans: Capital Maintenance - Fuel	SolTrans: Fuel allowance project through the FTA "Fuel as Capital Maintenance" program	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
SOL110034	22423	Vacaville	Vacaville Transit - Curb Ramps	Vacaville Transit: Construct approximately 16 curb ramps near transit routes.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SOL110035	240600	Vallejo	Vallejo Downtown Streetscape - Phase 3	Downtown Vallejo: Sacramento St between Georgia St and Virginia St; and Georgia Street between Santa Clara St and Sacramento St: Streetscape improvements and pavement rehabilitation	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SOL110036	240600	Solano County	Roadway Preservation in Solano County	Solano County: Various streets: Pavement resurfacing and/or rehabilitation including: Overlay, widen pavement surface with no added capacity, stripe and add signs	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the title and description to not show ¿Grouped Listing¿, update the expanded description to clarify the scope, and update	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SOL110037	240746	Vallejo	Sonoma Boulevard Improvements HSIP5-04-031	Vallejo: Sonoma Blvd between Georgia St and Florida St: Implement road diet - reduce travel lanes from 4 to 3, add a two-way left-turn lane or median, and add bike lanes	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area; Update the funding plan to reprogram all funds to FY14 and add $4.5K in Other Local funds	NON-EXEMPT - Not Regionally Significant Project	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
SOL110038	94683	SolTrans	SolTrans: Technology Enhancements	Soltrans: System-wide: technology enhancements to be used for farebox upgrades, video security cameras, communications system, and IT equipment.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
SOL110039	21011	MTC	Local PDA Planning - Solano	Solano County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
SOL110040	94683	SolTrans	SolTrans: Operating Assistance	Solano County Transit: Operating Assistance	2013 TIP Development - Update RTP ID and update funding plan to add $2,857,586 in FY14 Other Local funds	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
SOL110041	21017	F-S Transit	Fairfield Transit: 1 Gillig Bus Replacement	Fairfield-Suisun Transit: Replace a 1996 Gillig bus with a new 40' transit hybrid bus	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SOL110042	21017	Vacaville	Vacaville Transit : Procure 3 Fixed Route Buses	Vacaville Transit: Procure three (3) additional 35 foot, low-floor, Compressed Natural Gas (CNG) buses.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SOL110043	230693	Vacaville	Vacaville 2014 Street Preservation	In Vacaville: Various Roads: Pavement preservation	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SOL130001	22243	F-S Transit	Oliver Road Park and Ride	In Fairfield off I-80 - Oliver Road park and ride will increase options for regional commuters (e.g., van pool pick up) and reduce parking congestion at the Fairfield Transportation Center.	Amend in a new non-exempt - Not Regionally Significant project into the TIP funded with $1.927M in Other Local funds	NON-EXEMPT - Not Regionally Significant Project	2040
SOL950024	21017	Vacaville	Vacaville: Bus maintenance facility upgrades	Vacaville: Bus maintenance & facility upgrades.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
SOL950035	22629	Vallejo	Vallejo Ferry Terminal (Intermodal Station)	Vallejo: Baylink Ferry Terminal; Construct new intermodal facility, including additional parking, upgrade of bus transfer facilities, and improvement to pedestrian access.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2015
SOL97AM70	21017	Vacaville	Vacaville: Purchase bus shelters	Vacaville: Purchase bus shelters	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks	2040
SOL990018	240595	Vallejo	I-80 / American Canyon Rd overpass Improvements	Vallejo: American Canyon Road overpass at Hwy. 80; capacity and safety improvements.	2013 TIP Development - Update RTP ID and funding plan to reprogram CON funds from FY15 to FY19 (later years)	NON-EXEMPT	2040
SOL991032	22629	WETA	North Bay Operations and Maintenance Facility	Vallejo: Mare Island Naval Shipyard at Building 165; Construct new maintenance facility for Vallejo Baylink ferry service.	2013 TIP Development - Update RTP-ID and funding plan to add in $20.4M in Prop 1B funds.	EXEMPT (40 CFR 93.126) - Construction of new bus or rail storage/maintenance facilities categorically	2015
SOL991099	21017	Vacaville	Purchase Transit Equipment - Fareboxes and Tools	Vacaville: Operating assistance to insure all equipment,including electronic fare boxes, and tools are maintained in a safe & efficient manner. Equipment includes, wrenches, power tools, and all mechanic	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
SON010001	240745	Caltrans	Son 101 HOV - SR 12 to Steele & Steele Lane I/C	In Santa Rosa: On 6th St. between Morgan St and Davis St: the construction of 280 feet of roadway with two new travel lanes and a westbound left turn lane; from SR 12 to Steele Lane; follow-up	2013 TIP Development - Retain in the TIP for informational purposes as the landscaping portion of the project remains to be completed	NON-EXEMPT	2040
SON010019	98183	Son Co TA	Son 101 HOV - Steele Lane to Windsor (North)	Santa Rosa-Windsor: US 101 btw Steele Lane in Santa Rosa and Windsor River Road in Windsor; Widen from 4 to 6 lanes for High Occupancy Vehicle (HOV) lanes.	2013 TIP Development - Update funding plan to reflect the actual earmark obligations and to add in $2M in RTP-LRP funds for Landscaping.	NON-EXEMPT	2015

* Projects with Conformity Analysis Years of 2040 reference programmagtic projects or project with a planned completion date after 2030 in Plan Bay Area.

TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
SON010024	21902	Son Co TA	Son 101 HOV - Redwood Hwy to Rohnert Park Expwy	Petaluma-Rohnert Park: US 101 Btw Old Redwood Hwy in Petaluma & Rohnert Park Expwy: widening roadway from 4 to 6 lanes for HOV	2013 TIP Development - Update funding plan to add in $2.6M in RTP-LRP funds in FY19 for landscaping and replace $22.8M in RTP-LRP funds with $16.312M in CMIA funds	NON-EXEMPT	2015
SON030005	21017	Son Co Transit	Sonoma Co Transit :Preventive Maintenance Program	Sonoma County Transit: Preventive maintenance program for agency fleet.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
SON030012	21017	SantaRosa Bus	Santa Rosa City Bus: Transit Enhancements	Santa Rosa: Various Locations: Upgrade and improve transit facilities including amenities, accessibility, ADA compliance, pedestrian and bicycle access	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks	2040
SON050001	22490	Caltrans	Replace Laughlin Bridge over Mark West Crk 20C0246	Mark West Creek Bridge: Laughlin Rd/Brickway Blvd Extension; Construct new 2 lane bridge.	2013 TIP Development - Update RTP ID	NON-EXEMPT	2020
SON050002	240651	Caltrans	Son 101 HOV - Santa Rosa Bike/Ped Beautification	Santa Rosa: Along US 101 from Earle Street to Bicentennial Way; Widen sidewalk, construct new underpass and other streetscape and lighting improvements.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SON050015	22656	Son Co TA	US 101/East Washington I/C Reconfiguration	Petaluma: On US 101 at East Washington Interchange: Reconfigure interchange including new ramps.	2013 TIP Development	NON-EXEMPT	2015
SON050017	240651	Healdsburg	Healdsburg Foss Creek Bicycle/Ped Pathway	Healdsburg: Foss Creek Pathway from North side of West Grant St. to Grove St: Construct 4.1 mile long Class 1 and Class II bicycle and pedestrian facility.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SON050021	21017	Son Co Transit	Sonoma County Transit: Bus Stop Improvement	Sonoma County Transit: Throughout the service area: Acquire and install new bus stop shelters plus other improvements to bus stops	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks	2040
SON070004	240672	Son Co TA	US 101 Marin/Sonoma Narrows (Sonoma)	Marin and Sonoma Counties: From SR37 in Novato to Old Redwood Highway in Petaluma, convert expressway to freeway, construct NB auxillary lane between Lakeville Highway and East Washigton Street,	2013 TIP Development - Update RTP ID and funding plan to reprogram RTP-LRP funds to FY19	NON-EXEMPT	2015
SON070005	240651	Windsor	Windsor - Old Redwood Hwy Pedestrian Linkages	Windsor: Old Redwood Highway; Ped Linkages project will construct sidewalk and streetscape, pathway and crossing enhancements (TLC Project).	2013 TIP Development - Update RTP-ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SON070008	240651	Son Co Reg Park	Bodega Bay Trail Segments 1B and 1C	Bodega Bay: Segments 1B and 1C parallel to Highway 1 from Salmon Creek Village to the southwest boundary; Construct bicycle and Pedestrian Trail (TLC Project).	2013 TIP Development - Update the funding plan to reprogram $535K in CON Other Local from FY10 to FY14	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SON070012	21017	SantaRosa Bus	Downtown Transit Mall Connectivity Improvements	Santa Rosa: Downtown Transit Mall; Various improvements including NextBus LED signage, maps, real-time transit information, kiosks, concessions, improved lighting, benches and public art, and ADA	2013 TIP Development ¿ Update RTP-ID	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SON070013	22425	NBFS	Ferry Service to Port Sonoma	SW Sonoma County; Port Sonoma; Construct multi-modal transit facility linking Ferry service to passenger rail, bus service, and auto traffic (Env. Phase Only).	2013 TIP Development - Update RTP ID and exemption code to change it from a non-exempt project to Planning and Technical studies as it is design phase only	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
SON070020	21017	SantaRosa Bus	Hybrid Electric Bus Purchase (Replacement)	Santa Rosa CityBus: Purchase about 5 Hybrid Electric Replacement Buses to replace fixed route buses.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

* Projects with Conformity Analysis Years of 2040 reference programmagtic projects or project with a planned completion date after 2030 in Plan Bay Area.

TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
SON070024	21017	Son Co Transit	Sonoma County Transit: Replacement Bus Purchase	Sonoma County Transit: Replace three 40' Orion V CNG transit coaches with three 40' CNG Low-Floor transit coaches.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SON070026	22490	Caltrans	Rehab King Ridge Bridge over Austin Crk 20C0433	In Sonoma County: On King Ridge Road, 2.3mi North of Fort Ross Road; rehabilitate one-lane bridge to 2 lanes and scour countermeasure	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2020
SON090001	22490	Sonoma County	Replace Geysers Bridge over Sulpher Crk 20C0005	In Sonoma County: Bridge replacement: single lane bridges in Sonoma County with two lane bridge (Geysers Road Bridge 20C0005)	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2020
SON090002	22001	SMART	Sonoma Marin Area Rail Corridor	Between Sonoma and Marin Counties: Implement passenger rail service and non-motorized pathway on NWP rail line	2013 TIP Development - Update RTP ID and update funding plan	NON-EXEMPT	2015
SON090003	22195	Son Co TA	Improve U.S. 101/Old Redwood Highway interchange	In Petaluma, replace old redwood highway overcrossing and ramps to/from Highway 101.	2013 TIP Development - Update funding plan and retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT	2015
SON090005	22191	Son Co TA	US 101 Airport I/C (North B)	In Sonoma County: Replace Airport Blvd overcrossing and reconstruct interchange with US 101. Improve operations between Airport and Fulton. Construct soundwalls. (Project is the second phase of the	2013 TIP Development - Update RTP ID and update funding plan to reduce FY15 Other Local funds by $3M	NON-EXEMPT	2015
SON090007	21017	SantaRosa Bus	Automated Vehicle Location System	Santa Rosa CityBus: Procure comprehensive Automated Vehicle Location System (AVL) for agency fleet.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
SON090008	22425	MTC	Regional Planning Activities and PPM - Sonoma	Sonoma: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
SON090009	21017	Petaluma	Petaluma Transit: Preventive Maintenance	Petaluma: Petaluma Transit: Preventive Maintenance	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
SON090023	21017	SantaRosa Bus	Santa Rosa CityBus: Operating Assistance	Santa Rosa CityBus: Operating Assistance to Transit Agency.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
SON090024	21017	SantaRosa Bus	Santa Rosa CityBus: Preventative Maintenance	Santa Rosa CityBus: Preventative Maintenance program for agency fleet.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
SON090025	22490	Sonoma County	Replace Chalk Hill Bridge over Maacama Crk 20C0242	In Sonoma County - Replace existing bridge no. 20C0242, on Chalk Hill Rd, Over Maacama Creek, 1 Mi S of HWY (spandrel arch bridge with approach spans with new bridge)	2013 TIP Development - Update RTP ID and funding plan to add in $41,529 in FY98 HBRR funds	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2020
SON090026	22490	Sonoma County	Replace Lambert Bridge over Dry Creek 20C0248	HBP: In Sonoma: Replace existing through truss bridge (Bridge No. 20C0248, Lambert Bridge Road, Over Dry Creek,0.4 Mi W of Dry Creek Rd.), that is in poor condition and has sesimic deficiencies with	2013 TIP Development - update funding plan to reflect obligations and to add in $100K in FY98 HBRR funds	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2020
SON090027	22490	Sonoma County	Replace West Dry Creek Bridge over Pena Ck 20C0407	In Sonoma: Replace existing four span T-beam concrete bridge (Bridge No. 20C0407, West Dry Creek Rd, Over Pena Creek, 0.7 Mi NW Yoakim Br Rd.) that is one-lane, seismically deficient and in poor	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2020
SON090029	21017	Petaluma	Petaluma Paratransit: Replace 2 Vans	In Petaluma: Purchase (2) replacement paratransit vans for Petaluma Paratransit.	2013 TIP Development - Update RTP ID and funding plan to add in $45,235 in FY11 CON Other Local funds and remove all FY13 TDA funds. Retain for informational purposes.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
SON090030	21017	Petaluma	Petaluma Transit: Electronic Fareboxes	In Petaluma: Purchase and install electronic validating fareboxes on all vehicles in Petaluma Transit fixed route fleet.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
SON090032	240651	Rohnert Park	Copeland Creek Bike Path Reconstruction	In Rohnert Park: Along Copeland Creek; reconstruct 3915 LF of existing deteriorated Class I bike/ped path and replace 740 LF concrete sidewalk with new asphalt path. Replace non-native vegetation with	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SON110001	240529	Caltrans	HWY 101 HOV Lane 12/Steele - Follow-up College Ave	Sonoma County: College Ave at US 101: Widen College Avenue at Highway 101 Interchange.	2013 TIP Development - Update funding plan to reflect 2012 STIP programming	NON-EXEMPT	2020
SON110002	240745	Caltrans	Watershed Awareness Signs	Install Watershed Awareness Signs on highways in Sonoma Co.	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
SON110003	21017	Son Co Transit	Sonoma County Transit: Bus Yard Rehab.	Sonoma County Transit: Rehabilitate bus yard and parking areas to a state of good repair.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SON110004	21017	Petaluma	Petaluma Transit Maintenance Facility Rehab: Ph 1	Petaluma: Transit Maintenance Facility: increase the clearance height and length of the southern bay of the existing facility to accommodate maintenance operations for the larger buses. Additional safety	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
SON110006	230700	Petaluma	Petaluma Boulevard South Road Diet	In Petaluma: On Petaluma Boulevard South from 100 ft South of East Washington Street to E Street; Road Diet will reconfigure the current 4-through lanes to 2-through lanes and one two way left turn lane	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT - Not Regionally Significant Project	2040
SON110007	230700	Cotati	Downtown Specific Plan Area Revitalization	In Cotati: On Old Redwood Highway between La Plaza and Gravenstein Highway; Pedestrian, bicycle enhancements and corridor beautification.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
SON110012	230700	Windsor	Hembree Lane Resurfacing	Windsor: On Hembree Lane between Jensen Lane and Foothill Drive; Rehabilitate roadway including restriping for class II bike lane and updating pedestrian curb ramps.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SON110013	240651	Son Co Reg Park	SMART Trail-Hearn Avenue to Joe Rodota Trail	Sonoma County: From Hearn Avenue to the Joe Rodota Trail: Construct a 1.3 mile Class I bike path including a bicycle/pedestrian bridge at Colgan Creek, asphalt paved surface, grading, drainage, striping	2013 TIP Development	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SON110014	230700	Petaluma	Sonoma Mountain Parkway Rehabilitation	In Petaluma: Sonoma Mountain Parkway between Wyndham Way and Riesling Road: Pavement Rehabilitation	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SON110015	22001	Cotati	City of Cotati Train Depot	In Cotati: Located at 970 East Cotati Avenue; Construction of a Transit Center, including a pedestrian plaza and transit building to connect pedestrian/bicycle/bus/train/automobile transit modes.	2013 TIP Development - Update Air quality exemption code to non-exempt project	NON-EXEMPT	2015
SON110016	240709	Sonoma County	Countywide Safe Routes to Schools Program	Sonoma County: Countywide: Comprehensive safe routes to schools program to shift mode away from single family vehicular trips to bicycle/pedestrian/carpooling.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2030
SON110017	240651	Santa Rosa	SMART Bicycle and Pedestrian Path	Santa Rosa: Within or adjacent to the SMART railroad ROW from College Ave to 8th St: Construct a Class I bike path	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SON110018	240651	Santa Rosa	Chanate Rd Pedestrian and Transit Improvements	In Santa Rosa: Chanate Road from Parker Hill to east of Glen Echo Drive: pedestrian pathway; Various Locations: upgrade ADA pedestrian ramps and install bus shelters and benches	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
SON110024	22490	Sonoma County	Replace Bohan Dillon Bridge over Gualala 20C0435	In Sonoma: Bridge No.20C0435, Bohan Dillon Road over South Fork Gualala River, 0.1 Mi N Fort Ross Road. Replace existing one-lane bridge with a new two-lane bridge	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2020
SON110025	22490	Sonoma County	Replace Hauser Bridge over Gualala River 20C0240	In Sonoma: Bridge No.20C0240,Hauser Road Bridge over over South Fork Gualala River, 5 Mi east of Seaview Road. Replace existing one-lane bridge with a new two-lane bridge	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2020
SON110026	22490	Sonoma County	Replace Freestone Flat Bridge over Salmon 20C0440	In Sonoma: Bridge No.20C0440,Freestone Flat Road Bridge over Salmon Creek, 0.2 Mi E. Bohemian Way. Replace existing one-lane bridge with a new two-lane bridge	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2020
SON110028	230700	Sonoma County	2011/12 Asphalt Overlay Program	In Sonoma County: Various County roads: Repair and overlay Calistoga Road, Main Street in Penngrove, Fulton Road and Lakeville Highway.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
SON110030	230700	FWLS	San Pablo Bay NWR Access Road in Petaluma	In San Pablo Bay National Wildlife Refuge: Construct the Sears Point Access Road & Trail to the headquarters near Petaluma. USFWS, in partnership with Sonoma Land Trust (SLT), received an FHWA grant of	2013 TIP Development - Retain in the TIP for informational purposes as the project is ongoing	NON-EXEMPT - Not Regionally Significant Project	2040
SON110032	21017	Petaluma	Petaluma Transit - Communications Equipment	In Petaluma: at dispatch and/or on board fixed route and paratransit vehicles: deploy advanced communications systems	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
SON110033	21017	Petaluma	Petaluma Transit Maintenance Facility Rehab: Ph 2	City of Petaluma: Rehabilitation of the maintenance facility (Phase II).	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
SON110034	230550	MTC	Stewarts Point Rancheria EV Pilot Program	Sonoma County: At 6 locations where the tribal community frequents: install 6 EV charging stations; purchase 4 electric vehicles (project will be managed by the Kashia Band of Pomo Indians)	2013 TIP Development - Update the funding plan to reprogram CON MTC exchange funds from FY12 to FY13	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
SON110044	240651	Windsor	ORH at Lakewood Dr. Bike and Ped Facilities	Windsor: Along Old Redwood Highway near the US 101 Central Windsor Interchange: construct a series of interrelated pedestrian, bicycle, roadway, intersection, and aesthetic improvements	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SON110045	21017	SantaRosa Bus	SR City Bus - Capital Maintenance - Fuel	Santa Rosa City Bus: purchase fuel as part of FTA's "Fuel as Capital Maintenance" program	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
SON110047	21017	SantaRosa Bus	Santa Rosa City Bus: Fast-fill CNG Fueling Station	Santa Rosa: Maintenance Service Center corporation yard: reconstruction of existing maintenance facility to include CNG fast-fill fueling station	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
SON110049	21017	Son Co Transit	Sonoma County Transit: Replacement Bus Purchase	Sonoma County Transit: Replace two 40' Orion V CNG transit coaches with two 40' CNG Low-Floor transit coaches.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SON110050	22423	Son Co Reg Park	Central Sonoma Valley Trail	In the unincorporated area of Sonoma County, construct 0.42 miles of a Class I bike trail. 1)Larson Park to Flowery Elementary School and 2) along Verano Avenue from Sonoma Creek to Main Street.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SON110051	21017	Petaluma	Petaluma: Replace 2 Paratransit Cutaways FY13	In Petaluma: Replace two (2) paratransit vans for Petaluma Paratransit.	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
SON110052	21017	Petaluma	Petaluma: Replace 2 Paratransit Cutaways FY14	In Petaluma: Replace two (2) paratransit vans for Petaluma Paratransit	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
SON110053	240744	MTC	Local PDA Planning - Sonoma	Sonoma County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
SON110054	22423	Healdsburg	Pedestrian Safety and Access Improvements	In Healdsburg: Install HAWK signal crossing adjacent to high school on Powell Ave. Install ADA improvements connecting high school and junior high school to library (Powell Ave, Prince St, Piper St).	2013 TIP Development - Update RTP ID	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
SON950005	22655	Caltrans	Son 101 HOV - Rohnert Park Expwy to Santa Rosa Av	Rohnert Park: US 101 between Rohnert Park Expressway & Santa Rosa Avenue; Widen from 4 to 6 Lanes, Modify Wilfred Avenue Interchange, add Auxiliary lanes and other interchange improvements.	2013 TIP Development - Update RTP ID and retain in the TIP for informational purposes as the landscaping portion of the project remains and the HOV lanes are in construction	NON-EXEMPT	2015
VAR110001	240745	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	Grouped Listing: SHOPP-Mobility; Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3	2013 TIP Development - Update the funding plan and back-up listing to reflect the latest information from Caltrans	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
VAR110003	240745	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Grouped Listing: SHOPP - Roadway Preservation. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories	2013 TIP Development - Update the funding plan and back-up listing to reflect the latest information from Caltrans	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
VAR110004	240745	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	GL: SHOPP - Collision Reduction. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	2013 TIP Development - Update the funding plan and back-up listing to reflect the latest programming information from Caltrans	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
VAR110005	240745	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Grouped Listing for SHOPP - Emergency Response. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
VAR110007	240746	Caltrans	GL: Safety Imprv - Highway Safety Improvement Prog	GL: Safety Imprv - Highway Safety Improvement Program. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	2013 TIP Development - Update the RTP reference to reflect Plan Bay Area	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation	2040
VAR110012	240747	Caltrans	GL: Safety Improvements - SRTS	GL: Safety Improvements - Safe Routes to School (SRTS) program. At various locations, Safe Routes to School (SRTS) projects. Consistent with 40 CFR Part 93.126, 127, 128. Exempt Tables 2 & 3.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation	2040
VAR110031	240745	Caltrans	GL: Pvmt Resurf/Rehab SHS - Highway Maint.	GL: Pavement Resurf/Rehab State Highway System - Highway Maintenance. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories Pavement resurfacing and/or	2013 TIP Development	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
VAR110037	240745	Caltrans	GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor	GL: Pavement Resurf/Rehab State Hwy System - SHOPP Minor. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
VAR110042	240745	Caltrans	GL: Safety Improvements - SHOPP Mandates	GL: Safety Improvements - SHOPP Mandates. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	2013 TIP Development - Update the funding plan and back-up listing to reflect the latest information from Caltrans	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

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TIP ID	RTP ID	Sponsor	Project Name	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
VAR110044	240745	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	GL: Bridge Rehab/Reconst-SHOPP. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).	2013 TIP Development - Update the funding plan and back-up listing to reflect the latest information from Caltrans	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040
VAR110045	240748	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	GL: Local Bridge Rehab/Recon. - Local Highway Bridge Program(HBP) or Highway Bridge Replacement and Rehabilitation (HBRR). Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories.	2013 TIP Development	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040
VAR110046	240749	Caltrans	GL: Railroad/Highway Crossings	GL: Railroad/Highway Crossings. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Railroad/highway crossing	2013 TIP Development	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2040

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Appendix C
Travel Forecasting Assumptions (Technical Supplementary Report: Predicted Traveler Responses)

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Draft Summary of Predicted Traveler Responses

April 2013

See www.onebayarea.org for the *Draft Summary of Predicted Traveler Responses*. The Final report will be included in the *Final Transportation-Air Quality Conformity Analysis for Plan Bay Area and 2013 Transportation Improvement Program.*

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Appendix D
List of Transportation Control Measures (TCM) Projects

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TCM A: Regi[redacted]press Bus
Regional Expr[redacted]us Program
Vehicle Deployment Throughout the Bay Area[1]
February 18, 2009

Transit Operator	Vehicle Type	Serial Registration[2]	Funds Obligated	Operating Agency	Route	Weekday Service Hours	Weekend Service Hours
AC Transit[3]	Over-The-Road	1M8PDMPA43P055640	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA63P055641	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA83P055642	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPAX3P055643	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	IM8PDMPA33P055645	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA53P055646	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA73P055647	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA93P055648	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA73P055650	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA93P055621	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA03P055652	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA23P055653	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA43P055654	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA63P055655	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPAX3P055657	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA13P055658	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA33P055659	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPAX3P055660	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA13P055661	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	IM8PDMPA73P055664	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	IM8PDMPA83P055656	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	IM8PDMPA03P055666	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	IM8PDMPA93P055665	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	IM8PDMPA53P055663	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	IM8PDMPA33P055662	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	IM8PDMPA23P055667	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	IM8PDMPA03P055649	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPAX3P055674	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA43P055668	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	IM8PDMPA63P055669	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA23P055670	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA43P055671	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA63P055672	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	IM8PDMPA83P055673	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA33P055676	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA53P055677	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	IM8PDMPA73P055678	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA93P055679	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Over-The-Road	1M8PDMPA13P055675	3/25/2001	AC Transit	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Suburban	15GCD201531111916	1/27/2003	AC Transit - Transferred from SamTrans[4]	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Suburban	15GCD201731111917	1/27/2003	AC Transit - Transferred from SamTrans[4]	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Suburban	15GCD201931111918	1/27/2003	AC Transit - Transferred from SamTrans[4]	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
	Suburban	15GCD201031111919	1/27/2003	AC Transit - Transferred from SamTrans[4]	Transbay - Bay, San Mateo, and Dumbarton Bridges	5:00 AM - 12:45 AM	5:30 AM - 12:50 AM
CCCTA	Suburban	15GDD271X21111662	3/25/2002	CCCTA	960B & 960C Mitchell Drive Park & Ride/Bishop Ranch	960B 5:15 AM - 7:51 PM 960C 6:15 AM - 7:50 PM	
	Suburban	15GDD271X21111663	3/25/2002	CCCTA	960B & 960C Mitchell Drive Park & Ride/Bishop Ranch	960B 5:15 AM - 7:51 PM 960C 6:15 AM - 7:50 PM	
	Suburban	15GDD271X21111664	3/25/2002	CCCTA	960B & 960C Mitchell Drive Park & Ride/Bishop Ranch	960B 5:15 AM - 7:51 PM 960C 6:15 AM - 7:50 PM	
	Suburban	15GDD271X21111665	3/25/2002	CCCTA	960B & 960C Mitchell Drive Park & Ride/Bishop Ranch	960B 5:15 AM - 7:51 PM 960C 6:15 AM - 7:50 PM	
	Suburban	15GDD271X21111666	3/25/2002	CCCTA	960B & 960C Mitchell Drive Park & Ride/Bishop Ranch	960B 5:15 AM - 7:51 PM 960C 6:15 AM - 7:50 PM	
	Suburban	15GDD271X21111667	3/25/2002	CCCTA	960B & 960C Mitchell Drive Park & Ride/Bishop Ranch	960B 5:15 AM - 7:51 PM 960C 6:15 AM - 7:50 PM	
	Suburban	15GDD271X21111668	3/25/2002	CCCTA	960B & 960C Mitchell Drive Park & Ride/Bishop Ranch	960B 5:15 AM - 7:51 PM 960C 6:15 AM - 7:50 PM	
	Suburban	15GDD271X21111669	3/25/2002	CCCTA	960B & 960C Mitchell Drive Park & Ride/Bishop Ranch	960B 5:15 AM - 7:51 PM 960C 6:15 AM - 7:50 PM	
	Suburban	15GDD271X21111670	3/25/2002	CCCTA	960B & 960C Mitchell Drive Park & Ride/Bishop Ranch	960B 5:15 AM - 7:51 PM 960C 6:15 AM - 7:50 PM	
	Suburban	15GDD271X21111671	3/25/2002	CCCTA	960B & 960C Mitchell Drive Park & Ride/Bishop Ranch	960B 5:15 AM - 7:51 PM 960C 6:15 AM - 7:50 PM	
	Suburban	15GDD271X21111672	3/25/2002	CCCTA	960B & 960C Mitchell Drive Park & Ride/Bishop Ranch	960B 5:15 AM - 7:51 PM 960C 6:15 AM - 7:50 PM	
	Suburban	15GDD271X21111673	3/25/2002	CCCTA	960B & 960C Mitchell Drive Park & Ride/Bishop Ranch	960B 5:15 AM - 7:51 PM 960C 6:15 AM - 7:50 PM	
	Suburban	15GDD271X21111674	3/25/2002	CCCTA	960B & 960C Mitchell Drive Park & Ride/Bishop Ranch	960B 5:15 AM - 7:51 PM 960C 6:15 AM - 7:50 PM	

TCM A: Regional Express Bus
Regional Express Bus Program
Vehicle Deployment Throughout the Bay Area[1]
February 18, 2009

Transit Operator	Vehicle Type	Serial Registration[2]	Funds Obligated	Operating Agency	Route	Weekday Service Hours	Weekend Service Hours
Fairfield-Suisun	Over-The-Road	1M8PDMPA13P055949	11/14/2002	Fairfield-Suisun	40 Vacaville/Fairfield to Pleasant Hill/Walnut Creek BART	5:00 AM - 9:57 AM & 3:01 PM - 8:31 PM	
	Over-The-Road	1M8PDMPA83P055950	11/14/2002	Fairfield-Suisun	40 Vacaville/Fairfield to Pleasant Hill/Walnut Creek BART	5:00 AM - 9:57 AM & 3:01 PM - 8:31 PM	
	Suburban	15GCD201731111920	1/27/2003	Fairfield-Suisun - Transferred from SamTrans[4]	30 Fairfield to Davis/Sacramento	6:08 AM - 7:05 PM	Sat Only 8:03 AM - 4:43 PM
	Suburban	15CGD201931111921	1/27/2003	Fairfield-Suisun - Transferred from SamTrans[4]	30 Fairfield to Davis/Sacramento	6:08 AM - 7:05 PM	Sat Only 8:03 AM - 4:43 PM
Golden Gate	Over-The-Road	1M8PDMPA53PO55680	11/8/2002	Golden Gate	71 Novato/San Rafael/Marin City/San Francisco	6:35 AM - 8:27 PM	Sat Only 6:59 AM - 7:28 PM
	Over-The-Road	1M8PDMPA73P055681	11/8/2002	Golden Gate	71 Novato/San Rafael/Marin City/San Francisco	6:35 AM - 8:27 PM	Sat Only 6:59 AM - 7:28 PM
	Over-The-Road	1M8PDMPA93PO55682	11/8/2002	Golden Gate	72 Santa Rosa/Rohnert Park/Cotati/San Francisco	3:54 AM - 8:59 AM & 2:12 PM - 8:05 PM	
	Over-The-Road	1M8PDMPAO3PO55683	11/8/2002	Golden Gate	72 Santa Rosa/Rohnert Park/Cotati/San Francisco	3:54 AM - 8:59 AM & 2:12 PM - 8:05 PM	
	Over-The-Road	1M8PDMPA23PO55684	11/8/2002	Golden Gate	75 Santa Rosa/Rohnert Park/Cotati · Petaluma /Marin Civic Center/San Rafael	5:02 AM - 8:35 AM & 2:59 PM - 7:18 PM	
	Over-The-Road	1M8PDMPA43PO55685	11/8/2002	Golden Gate	75 Santa Rosa/Rohnert Park/Cotati · Petaluma /Marin Civic Center/San Rafael	5:02 AM - 8:35 AM & 2:59 PM - 7:18 PM	
LAVTA	Suburban	15GDD271521110872	3/25/2002	LAVTA	70X Pleasanton - Walnut Creek Express	5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM	
	Suburban	15GDD271721110873	3/25/2002	LAVTA	70X Pleasanton - Walnut Creek Express	5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM	
	Suburban	15GDD271921110874	3/25/2002	LAVTA	70X Pleasanton - Walnut Creek Express	5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM	
	Suburban	15GDD271021110875	3/25/2002	LAVTA	70X Pleasanton - Walnut Creek Express	5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM	
NCTPA	Suburban	15GCD201631111911	1/27/2003	SamTrans Transfering to NCPTA on 2/28/09	June 2009 - Calistoga/Yountville/Napa/American Canyon/Baylink Ferry Terminal	5:00 AM-6:30 PM; Peak Only	
	Suburban	15GCD201831111912	1/27/2003	SamTrans Transfering to NCPTA on 2/28/09	June 2009 - Calistoga/Yountville/Napa/American Canyon/Baylink Ferry Terminal	5:00 AM-6:30 PM; Peak Only	
Tri-Delta	Over-The-Road	1M8PDMPA63P055686	11/8/2002	Tri-Delta	300 Express Commuter Service Brentwood/Pittsburg BART	4:15 AM - 9:07 PM	
	Over-The-Road	1M8PDMPA63P055687	11/8/2002	Tri-Delta	300 Express Commuter Service Brentwood/Pittsburg BART	4:15 AM - 9:07 PM	
	Over-The-Road	1M8PDMPA63P055688	11/8/2002	Tri-Delta	300 Express Commuter Service Brentwood/Pittsburg BART	4:15 AM - 9:07 PM	
	Over-The-Road	1M8PDMPA63P055689	11/8/2002	Tri-Delta	300 Express Commuter Service Brentwood/Pittsburg BART	4:15 AM - 9:07 PM	
Vallejo	Over-The-Road	1M8PDMPA13P055627	11/14/2002	Leased to Fairfield-Suisun[5]	90 Fairfield/El Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA33P055628	11/14/2002	Leased to Fairfield-Suisun[5]	90 Fairfield/El Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA53P055629	11/14/2002	Vallejo	78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART	5:00 AM - 8:38 PM	
	Over-The-Road	1M8PDMPA13P055630	11/14/2002	Leased to Fairfield-Suisun[5]	90 Fairfield/El Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA33P055631	11/14/2002	Leased to Fairfield-Suisun[5]	90 Fairfield/El Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA53P055632	11/14/2002	Vallejo	78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART	5:00 AM - 8:38 PM	
	Over-The-Road	1M8PDMPA73P055633	11/14/2002	Vallejo	78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART	5:00 AM - 8:38 PM	
	Over-The-Road	1M8PDMPA93P055634	11/14/2002	Vallejo	78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART	5:00 AM - 8:38 PM	
	Over-The-Road	1M8PDMPA03P055635	11/14/2002	Vallejo	78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART	5:00 AM - 8:38 PM	
	Over-The-Road	1M8PDMPA23P055636	11/14/2002	Leased to Fairfield-Suisun[5]	90 Fairfield/El Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA43P055637	11/14/2002	Leased to Fairfield-Suisun[5]	90 Fairfield/El Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA83P055639	11/14/2002	Leased to Fairfield-Suisun[5]	90 Fairfield/El Cerrito Del Norte BART	4:55 AM - 10:35 PM	
WestCat	Suburban	15GCD211121111974	3/7/2002	WestCat	30Z Hercules Transit Center/Martinez/BART	5:59 AM - 8:03 PM	
	Suburban	15GCD211521111975	3/7/2002	WestCat	30Z Hercules Transit Center/Martinez/BART	5:59 AM - 8:03 PM	
	Suburban	15GCD211121111976	3/7/2002	WestCat	30Z Hercules Transit Center/Martinez/BART	5:59 AM - 8:03 PM	
	Suburban	15GCD201X31111913	1/27/2003	WestCat - Transferred from SamTrans[4]	LYNX Rodeo/Hercules/San Francisco Transbay Terminal	5:00 AM - 9:45 AM & 3:30 PM - 8:33 PM	
	Suburban	15GCD201131111914	1/27/2003	WestCat - Transferred from SamTrans[4]	LYNX Rodeo/Hercules/San Francisco Transbay Terminal	5:00 AM - 9:45 AM & 3:30 PM - 8:33 PM	
	Suburban	15GCD201331111915	1/27/2003	SamTrans[4]	LYNX Rodeo/Hercules/San Francisco Transbay Terminal	5:00 AM - 9:45 AM & 3:30 PM - 8:33 PM	

1. Please note: MTC does not currently have information compiled on cumulative operating hours for all of the TCRP buses. For projects where the buses have been assigned to routes receiving operating funds that are tied to required performance measures, MTC has data compiled on the annual performance of those routes.
2. Each vehicle may be deployed on any of the approved routes listed for each operator.
3. Vehicles are deployed as needed for various routes on weekdays and weekends. All transbay service does not operate on weekends, but all vehicles may be deployed on weekend transbay service.
4. SamTrans REX service was discontinued in 2007 due to low ridership; all 11 TCRP vehicles purchased for the REX service were reallocated to AC Transit, Fairfield-Suisun Transit, WestCat, and NCTPA.
5. Route 90 service was transferred from Vallejo to Fairfield-Suisun Transit in 2006.

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2003-04	Alameda County	ADA Compliant Accessible Ramps	$ 105,767
FY 2003-04	Alameda County	Tesla Road Bicycle Lanes	$ 51,000
FY 2003-04	City of Albany	Manor Way Pedestrian Improvements	$ 22,706
FY 2003-04	City of Berkeley	Bicycle Safety Education	$ 30,000
FY 2003-04	City of Berkeley	Prepare plan for implementing future	$ 31,033
FY 2003-04	City of Fremont	Bike Detectors, Bike Logo on Pavement,	$ 128,989
FY 2003-04	City of Hayward	Installation of Wheelchair Ramps	$ 84,198
FY 2003-04	City of Livermore	Complete Portion of S. Livermore Valley	$ 97,301
FY 2003-04	City of Newark	Silliman Activity Center Pedestrian/	$ 59,158
FY 2003-04	City of Oakland	Bancroft Ave. Bike Lanes (96th - Durant)	$ 96,000
FY 2003-04	City of Oakland	Citywide Ped. Curb Ramp Program -	$ 295,266
FY 2003-04	City of Oakland	Lake Merritt 12th St. Dam Ped/Bike	$ 116,000
FY 2003-04	City of Oakland	Pedestrian Bulb Outs-Highland &	$ 100,000
FY 2003-04	City of Oakland	Walk/Bike Calif. Conf. - Alameda Co.	$ 30,000
FY 2003-04	City of Oakland	West City of Oakland Bay Trail	$ 289,000
FY 2003-04	City of Piedmont	Sidewalk Extension and Curb Cuts	$ 6,506
FY 2003-04	City of Pleasanton	ADA Compliant Wheelchair Accessible	$ 38,627
FY 2003-04	City of San Leandro	Install New Curb Cuts & Upgrade	$ 40,000
FY 2003-04	City of Brentwood	Installation of Wheelchair Ramps	$ 30,000
FY 2003-04	City of Concord	Iron Horse Trail Rte 242 Undercrossing	$ 36,000
FY 2003-04	City of Concord	Wren Avenue Ped. Improvements	$ 45,000
FY 2003-04	Contra Costa County	Bicycle/Pedestrian Safety Education	$ 21,500
FY 2003-04	Contra Costa County	Olympic Blvd. Ped. Path Phase II	$ 115,000
FY 2003-04	City of Lafayette	Hough Avenue Sidewalk	$ 37,000
FY 2003-04	City of Moraga	Rheem Blvd./Moraga Rd. Intersection	$ 66,100
FY 2003-04	City of Pittsburg	Polaris Drive Bike Facility	$ 77,500
FY 2003-04	City of San Ramon	Dougherty Road Sidewalk	$ 25,000
FY 2003-04	Marin County	Bicycle/Pedestrian Bridge	$ 140,000
FY 2003-04	Mill Valley	Signage Project	$ 7,200
FY 2003-04	City of Novato	Commuter Bikeway Connection	$ 402,286
FY 2003-04	City of Novato	Hill Road Path Connection	$ 60,000
FY 2003-04	City of San Anselmo	Purchase & Install Bicycle Racks	$ 15,000
FY 2003-04	Napa County	Yountville Cross Rd. Bike Lane	$ 150,000
FY 2003-04	Yountville	Yountville Cross Rd. Bike Lane	$ 47,000
FY 2003-04	City of Campbell	Westmont Ave. Improvement Project	$ 43,192
FY 2003-04	City of Los Altos	Fremont Ave. Sidewalk Phase III	$ 15,781
FY 2003-04	Los Altos Hills	Paseo Del Roble Pedestrian Bridge	$ 9,554
FY 2003-04	City of Milpitas	Calaveras Blvd. Sidewalk & Bike Path	$ 36,895
FY 2003-04	Mountain View	Access Ramp Installation	$ 24,905
FY 2003-04	Mountain View	Audible Ped. Signal Installations	$ 16,500
FY 2003-04	Mountain View	Bicycle Path Construction	$ 13,113
FY 2003-04	Palo Alto	Baffle Replacements: Calif. Ave.	$ 15,993
FY 2003-04	Palo Alto	Homer Ave. Ped. Bicycle Undercrossing	$ 293,000
FY 2003-04	Palo Alto	Ped. Walkway Lighted Warning System	$ 20,000
FY 2003-04	City of San Jose	ADA Wheel Chair Curb & Ramp Install.	$ 100,000
FY 2003-04	City of San Jose	Certified TDA Fiscal Audit	$ 9,000
FY 2003-04	City of San Jose	Murdock Park Bridge over San Tomas	$ 100,000
FY 2003-04	City of San Jose	Ped & Bike Facility Signing & Striping	$ 100,000
FY 2003-04	City of San Jose	Ped & Bike Safety Education	$ 50,000
FY 2003-04	City of San Jose	Pedro Street Sidewalk Improvement	$ 124,434
FY 2003-04	City of San Jose	Street Sidewalk Improvement	$ 147,435
FY 2003-04	City of Santa Clara	Certified TDA Fiscal Audit	$ 5,000
FY 2003-04	City of Santa Clara	Install Bike & Ped. Improvements	$ 61,815
FY 2003-04	City of Santa Clara	Update City's Existing Bike Plan &	$ 3,900
FY 2003-04	Santa Clara County	Bike Detector @ various Intersections	$ 58,118

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2003-04	Santa Clara County	Path along McKee Rd. bet Staples Ave.	$ 50,000
FY 2003-04	City of Saratoga	Saratoga Avenue Walkway Project	$ 17,254
FY 2003-04	City of Sunnyvale	Calabazas Creek Trail	$ 50,152
FY 2003-04	San Francisco City and County	Bicycle Projects	$ 404,000
FY 2003-04	San Francisco City and County	Pedestrian Projects	$ 300,000
FY 2003-04	City of Half Moon Bay	Construct Rt. 92 Bicycle Lanes and	$ 485,146
FY 2003-04	City of Pacifica	Milagra Drive Overcrossing at State	$ 240,000
FY 2003-04	City of San Bruno	Crystal Springs Rd. Traffic Signal	$ 20,000
FY 2003-04	City of San Mateo	Bikeway Detection Units	$ 30,000
FY 2003-04	City of San Mateo	Regional Bayfront Trail Upgrade	$ 150,000
FY 2003-04	South San Francisco	Construct San Francisco Bay Trail	$ 100,000
FY 2003-04	South San Francisco	Orange Avenue Intersection Improve.	$ 100,000
FY 2003-04	City of Benicia	Park Road Bike/Ped Improvements	$ 160,000
FY 2003-04	Solano County	Dixon to Davis Bike Route	$ 125,000
FY 2003-04	City of Suisun City	Central County Bikeway	$ 25,000
FY 2003-04	City of Healdsburg	Foss Creek Northwestern Pacific Multi-	$ 99,695
FY 2003-04	City of Petaluma	Washington Creek Multi-Use Path	$ 175,000
FY 2003-04	City of Santa Rosa	Sonoma Ave. Bike Lanes Phase II	$ 50,000
FY 2003-04	Sonoma County	Old Redwood Highway Class II Bike Lanes	$ 350,000
FY 2004-05	Alameda County	Conduct a planning study & develop	$ 38,000
FY 2004-05	Alameda County	Conduct bicycle plan study	$ 59,650
FY 2004-05	Alameda County	Sign & stripe 0.6 miles of 6-foot wide	$ 100,000
FY 2004-05	City of Berkeley	Contract with a qualified consultant	$ 34,281
FY 2004-05	City of Berkeley	Educate children about bicycle safety	$ 30,000
FY 2004-05	City of Fremont	Stripe bike lanes, modify bike lane	$ 121,168
FY 2004-05	City of Hayward	Design & construct ADA wheel chair	$ 88,925
FY 2004-05	City of Newark	Design & construct ADA wheel chair	$ 27,009
FY 2004-05	City of Piedmont	Design & construct ADA wheel chair	$ 6,852
FY 2004-05	City of Pleasanton	Preserve Golf Course	$ 75,000
FY 2004-05	City of San Leandro	Install curb ramps, accessible ped.	$ 41,438
FY 2004-05	City of San Leandro	Install curb ramps, accessible ped.	$ 50,024
FY 2004-05	City of San Leandro	Install curb ramps, accessible ped.	$ 8,000
FY 2004-05	City of Antioch	Improve curbs, ramps, crosswalk, signs	$ 80,000
FY 2004-05	City of Brentwood	Install lighted crosswalk and flashing lights	$ 31,500
FY 2004-05	City of Concord	Construct 500 ft of 4-to 6-foot wide bike/ped path	$ 45,000
FY 2004-05	City of El Cerrito	Conduct a planning study for bicycle/ped needs	$ 26,500
FY 2004-05	City of Lafayette	Construct 125 feet of 5-foot wide	$ 10,000
FY 2004-05	City of Martinez	Replace the two existing unsafe bridges	$ 90,000
FY 2004-05	City of Orinda	Develop a Lamorinda Trail Map & install	$ 28,500
FY 2004-05	City of Pittsburg	Construct Class II and Class III	$ 51,000
FY 2004-05	City of Pittsburg	Sign & stripe 3600 feet of 13-foot wide	$ 52,000
FY 2004-05	City of San Pablo	Install bike/ped friendly lighting	$ 45,100
FY 2004-05	City of Walnut Creek	Construct 2040 feet of asphalt walkway	$ 95,000
FY 2004-05	Contra Costa County	Construct 344 feet of 4.5-foot wide bike/ped path	$ 201,000
FY 2004-05	Contra Costa County	Construct 402 feet of 5-foot wide bike/ped path	$ 158,928
FY 2004-05	Contra Costa County	Provide bicycle & pedestrian safety	$ 20,000
FY 2004-05	City of San Rafael	Construct 6' wide sidewalk & stripe	$ 207,710
FY 2004-05	City of Sausalito	Construct 6' wide sidewalk & stripe	$ 186,290
FY 2004-05	City of Calistoga	Construct 1.0 miles of Class I bike-ped path	$ 270,881
FY 2004-05	City of Napa	Construct 2.0 miles of Class I bikeway	$ 149,727
FY 2004-05	City of Campbell	Construct Class II bike lockers at J.D.	$ 24,308
FY 2004-05	City of Campbell	Widen & regrade bicycle/Pedestrian	$ 515,600
FY 2004-05	City of Cupertino	Construct 1030' bike path	$ 107,622
FY 2004-05	City of Gilroy	Complete 881' of Uvas Creek Class I	$ 50,000
FY 2004-05	City of Gilroy	Refurbish & replace bikeway signs, etc	$ 10,611

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2004-05	City of Gilroy	Rehabilitate, resurface & stripe 2.5 mile path	$ 60,666
FY 2004-05	City of Los Altos	Construct approx. 300' of concrete bike path	$ 27,354
FY 2004-05	City of Los Altos	Replace approx. 2,800 lineal feet of bike path	$ 17,580
FY 2004-05	City of Los Gatos	Design & construct solution to restore path	$ 35,000
FY 2004-05	City of Morgan Hill	Install bicycle sensitive detector	$ 36,000
FY 2004-05	City of Mountain View	Install countdown pedestrian signals	$ 30,000
FY 2004-05	City of Mountain View	Install curb access ramps at Showers	$ 2,381
FY 2004-05	City of Mountain View	Install curb access ramps at various	$ 15,696
FY 2004-05	City of Mountain View	Purchase & install 14 bicycle lockers	$ 14,506
FY 2004-05	City of Palo Alto	Construct raised pavement pedestrian path	$ 50,000
FY 2004-05	City of San Jose	Construct 0.66 miles of Class I paved path	$ 712,131
FY 2004-05	City of San Jose	Design & construct ADA wheel chair improvement	$ 176,068
FY 2004-05	City of San Jose	Design & construct sidewalk for school	$ 36,000
FY 2004-05	City of San Jose	Design & install 12' wide asphalt path	$ 136,821
FY 2004-05	City of San Jose	Install median island ped. Refuge	$ 185,000
FY 2004-05	City of San Jose	Install sidewalk, ADA curb ramps	$ 90,000
FY 2004-05	City of San Jose	Provide bicycle & pedestrian safety	$ 50,000
FY 2004-05	City of San Jose	Stripe crosswalks, paint pavements	$ 100,000
FY 2004-05	City of Santa Clara	Perform an annual transportation	$ 5,000
FY 2004-05	City of Santa Clara	Stripe crosswalks & paint pavements	$ 62,148
FY 2004-05	City of Saratoga	Install continuous curb & gutter	$ 19,357
FY 2004-05	City of Sunnyvale	Provide gates, signs, fencing and ramps	$ 27,550
FY 2004-05	Santa Clara County	Construct a 3,300' by 5' walkway	$ 63,403
FY 2004-05	Santa Clara County	Sign & restripe 8" stripe on shoulders	$ 121,105
FY 2004-05	SF City/County	Bicycle safety brochures, maps, public education	$ 31,500
FY 2004-05	SF City/County	Prelim. engineering (plan & design) of bike path	$ 200,000
FY 2004-05	SF City/County	Purchase & install bicycle racks	$ 95,000
FY 2004-05	SF City/County	Repair public sidewalks at various locations	$ 115,000
FY 2004-05	SF City/County	Stripe & sign Class II bike lanes	$ 188,500
FY 2004-05	City of Benicia	Final design plans, specs & estimate	$ 124,573
FY 2004-05	City of Suisun City	Constr. 10' wide concrete bike path	$ 86,000
FY 2004-05	City of Vacaville, Transit	Construct 3400 feet of Class I bike/Ped path	$ 148,738
FY 2004-05	Solano Transportation Authority (STA)	Build bridge adjacent to existing path	$ 76,000
FY 2004-05	City of Petaluma	Construction of pedestrian & bicycle path	$ 54,876
FY 2004-05	City of Rohnert Park	Install 80' long bicycle & pedestrian path	$ 160,000
FY 2004-05	City of Santa Rosa	Install directional signage & ADA signs	$ 18,900
FY 2004-05	County of Sonoma	Construct 1.5 miles of Class I Bikeway	$ 160,000
FY 2004-05	County of Sonoma	Conduct bicycle safety education workshop	$ 10,000
FY 2004-05	County of Sonoma	Install 27 "Share Road" bicycle sign	$ 15,000
FY 2004-05	County of Sonoma	Purchase 37 front loading bicycle	$ 5,000
FY 2005-06	San Carlos	Class II bike lanes on Alameda de Las Pulgas and on Brittan Avenue; Class III bike lanes on Old County Road	$ 20,000
FY 2005-06	San Mateo	Design of a pedestrian and bicycle bridge in the vicinity of the Hillsdale interchange of highway U.S. 101	$ 100,000
FY 2005-06	South San Francisco	Bicycle and pedestrian crosswalk and signals at intersection of Spruce Ave. and South San Francisco Linear Park	$ 150,000
FY 2005-06	Half Moon Bay	Construct 6600 foot Class I trail in the right of way of Highway 1 between Highway 92 and Higgins Purisima Rd.	$ 220,000
FY 2005-06	Brisbane	Install 45 feet by 8 feet asphalt cement path adjacent to Shoreline Court; sign and restripe existing Class II bikeway	$ 25,739

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	South San Francisco	Construct 363 feet by 12 feet asphalt bicycle and pedestrian trail near the Oyster Point Marina	$ 36,000
FY 2005-06	San Bruno	Construct a Class II bike lane in both directions of Sneath Lane from El Camino Real to Skyline Boulevard	$ 60,000
FY 2005-06	Daly City	Install bike lanes on Callan Blvd from King Dr to Serramonte Blvd and along Serramonte Boulevard	$ 82,000
FY 2005-06	Burlingame	Install bike lane directional signs at 52 locations along north-south bicycle routes throughout the city	$ 17,400
FY 2005-06	Burlingame	Install an in-pavement lighted crosswalk system across Carolan Avenue at Morrell Avenue, including new push buttons	$ 30,000
FY 2005-06	Menlo Park	Install video detection for bikes at 3 intersections: Willow at Middlefield, Marsh at Bohannon, Marsh at Bay	$ 44,000
FY 2005-06	San Mateo	Install bridge railing fencing on the north side of the Nineteenth Avenue Bridge over highway U.S. 101	$ 50,000
FY 2005-06	Menlo Park	Create bicycle lanes on Bay Road between Berkeley Avenue and Willow Road, plus signage	$ 13,600
FY 2005-06	San Mateo	Install bike detection loops at: 3rd + Claremont, 3rd + Delaware, 4th + Claremont, 4th + Delaware	$ 40,000
FY 2005-06	Daly City	Install in-pavement lights and warning signs: Park Plaza Dr. north of Belmar, and Mission St. at Evergreen Ave.	$ 120,000
FY 2005-06	San Mateo	Install pedestrian countdown signal heads at 27 existing signalized intersections throughout the city	$ 50,000
FY 2005-06	Daly City	Install pedestrian countdown signal heads at 15 signalized intersections; and audible warnings at 11 of them	$ 20,000
FY 2005-06	Burlingame	Install pedestrian countdown signal heads with audible pedestrian warnings at 8 signalized intersections	$ 30,900
FY 2005-06	Menlo Park	Create bicycle lanes on Middlefield Road between Willow Road and San Francisquito Creek	$ 2,400
FY 2005-06	San Mateo	Install in-pavement lighted crosswalks: 5th Ave. at Central Park; Bovet Rd. betw. Borel Ave. and El Camino Real	$ 110,000
FY 2005-06	South San Francisco	Install pedestrian countdown signal heads at 12 existing signalized intersections throughout the city	$ 22,000
FY 2005-06	County of San Mateo	Bike detection loops, countdown signal heads with audible warnings, upgrade pedestrian signal actuators	$ 80,509
FY 2005-06	Sebastopol	Construct .5 mile Class I trail between Joe Rodota trail and Sebastopol Avenue and Morris Street intersection	$ 51,356
FY 2005-06	Santa Rosa	Construct connector ramp between Joe Rodota trail and Pierson Reach of Prince Memorial Greenway trail	$ 350,000
FY 2005-06	Windsor	Construct a 950 foot Class I trail within Keiser Park, including brdige crossing a tributary of Starr Creek	$ 112,000

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	Contra Costa County, Health Services	Provide bicycle and pedestrian safety education to low-income county residents, particularly children	$ 20,000
FY 2005-06	Concord	Constr't 500 foot Class I trail adjacent to Galindo Crk. + Ygnacio Valley Rd betw. Alberta Way + Pebble Glen Dr	$ 60,000
FY 2005-06	Lafayette	1030 feet x 5 feet sidewalk Sweet Dr. betw Walnut + Woodview; Woodview Dr. betw. St Mary's + Sweet Drive	$ 110,000
FY 2005-06	Antioch	Construct curb ramps and sidewalks at Hillcrest Avenue, Somersville Road, "G" Street, and Dallas Ranch Road	$ 110,000
FY 2005-06	Brentwood	Install pedestrian countdown signal heads + large diameter pedestrian push buttons at 12 signalized intersections	$ 66,000
FY 2005-06	Contra Costa County, Public Works	Construct 240 feet x 5 feet sidewalk and curb ramps on Camino Tassajara and on Hansen Lane	$ 20,000
FY 2005-06	Orinda	Replace 12 existing non-compliant curb ramps in downtown Orinda with ADA compliant ramps	$ 45,000
FY 2005-06	San Pablo	Install in-pavement lighted crosswalks: Market Avenue at 21st St.; 23rd St. at Wilcox Ave.; 23rd St. at Stanford Ave.	$ 180,000
FY 2005-06	Brentwood	Restripe Minnesota Ave. bike lane; install lighted crosswalk; construct 1300 feet of sidewalk, curb and gutter	$ 31,000
FY 2005-06	San Francisco	Public sidewalk repair and reconstruction	$ 180,000
FY 2005-06	San Francisco	Preliminary engineering of curb ramps	$ 270,000
FY 2005-06	San Francisco	Safety brochures, maps, public outreach concerning bicycle pavement arrows, hotline, and bicycle safety advertising	$ 45,000
FY 2005-06	San Francisco	Purchase and install bicycle racks at various locations in San Francisco as requested by the public	$ 100,000
FY 2005-06	San Francisco	Stripe and sign bike lanes: Conservatory Drive East, San Jose Avenue ramps, Townsend Street, and elsewhere	$ 305,000
FY 2005-06	Berkeley	Bicycle & Pedestrian Injury Prevention Program	$ 30,000
FY 2005-06	Berkeley	Ninth Street Bicycle Boulevard extension (Project from FY01/02)	$ 135,000
FY 2005-06	Oakland	ADA Compliant Wheelchair Accessible Ramps (Project Completed FY01/02)	$ 294,548
FY 2005-06	Oakland	Laurel Pedestrian Project, Phase I (Project Completed FY01/02)	$ 200,000
FY 2005-06	Oakland	MacArthur Blvd. Bicycle Lane Design (Project Completed FY01/02)	$ 55,000
FY 2005-06	Oakland	Grand Avenue Transit and Pedestrian Improvements (Project from FY 04/05)	$ 245,847
FY 2005-06	Oakland	ADA Compliant Wheelchair Accessible Ramps Program	$ 121,144
FY 2005-06	Oakland	Market Street Bikeway	$ 165,000
FY 2005-06	Oakland	Bancroft Bikeway Gap Closures	$ 25,000
FY 2005-06	Piedmont	ADA Wheelchair Accessible Ramps and Pedestrian enhancements at Rose/Arroyo & Grand Ave	$ 8,353
FY 2005-06	Hayward	ADA Wheelchair Accessible Ramps	$ 109,309

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	San Leandro	Pedestrian Accessibility Improvements & Sidewalk Gap Closures	$ 74,177
FY 2005-06	Fremont	Citywide ADA Compliant Wheelchair Accessible Ramps	$ 158,067
FY 2005-06	Newark	History Center Complex Sidewalks and ADA Wheelchair Accessible Ramps	$ 33,072
FY 2005-06	Union City	San Francisco Bay Trail Specific Plan (Project Completed FY01/02)	$ 63,585
FY 2005-06	Dublin	Bicycle Master Plan	$ 45,144
FY 2005-06	Livermore	Chestnut and N. P Street Bicycle Lanes	$ 113,044
FY 2005-06	Alameda Co. Congestion Management Agency	Alameda Countywide Bicycle Master Plan	$ 20,000
FY 2005-06	County of Alameda	Pedestrian Safety Improvements in the vicinity of Schools	$ 75,775
FY 2005-06	County of Alameda	Pedestrian Safety Improvement Projects - Sidewalk Improvements	$ 75,600
FY 2005-06	County of Alameda	Restriping Bicycle Lanes Along Various Roadways	$ 30,000
FY 2005-06	Benicia	Stripe and sign bike lanes: Military East between East 5th Street and Park Road	$ 25,000
FY 2005-06	Fairfield	Design McGary Road segment of Solano Bikeway Extension and complete extension feasibility study	$ 100,000
FY 2005-06	Suisun City	Construct curb ramps and sidewalks at Whispering Bay Lane and Francisco Dr.	$ 5,400
FY 2005-06	Suisun City	Replace existing non-compliant curb ramps in downtown Suisun City with ADA compliant ramps	$ 11,856
FY 2005-06	Solano County	Reconstruct deck and railings, seismic retrofit, lighting and pathways to railroad trestle bridge over Putah Creek	$ 180,000
FY 2005-06	Campbell	Implement bike lanes on Harriet Ave and Union Ave, Replace Los Gatos creek bridge, and widen Campbell Ave bridge	$ 27,859
FY 2005-06	Campbell	Design and construct sidewalk and bike lanes and edge striping, curb and gutter along Westmont Avenue	$ 39,992
FY 2005-06	Campbell	Widen Campbell Ave. bridge over Los Gatos Creek for bike lane and sidewalk; and reconstruct sidewalk under SR 17	$ 240,000
FY 2005-06	Cupertino	Construct pedestrian and bicycle bridge across Interstate 280 along Mary Avenue between Homestead Rd and Meteor Dr	$ 38,361
FY 2005-06	Los Altos Hills	Replace pedestrian bridge adjacent to the Foothill College entrance road connecting to El Monte Road	$ 11,310
FY 2005-06	Los Gatos	Replace existing College Avenue sidewalk and fencing; and repair Los Gatos Creek Trail footbridge decking	$ 20,000
FY 2005-06	Milpitas	Install ADA pedestrian ramps with truncated dome landings along suggested routes to schools	$ 47,112
FY 2005-06	Morgan Hill	Identify where additional bicycle and pedestrian trails can be established adjacent to creeks and streams	$ 32,000
FY 2005-06	Mountain View	Bicycle boulevard from Mayfield Mall area to Stevens Creek Trail, including signs, markings and signal modifications	$ 25,000

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	Mountain View	ADA Compliant Wheelchair Accessible Ramps Program	$ 17,000
FY 2005-06	Mountain View	Produce bicycle and pedestrian education and awareness materials, and a new bike map and multilingual flyers	$ 5,000
FY 2005-06	Mountain View	Install "bikes wrong way" signs on existing poles along California Street and adjacent streets	$ 5,217
FY 2005-06	Palo Alto	Bicycle boulevard along Maybell Ave and Donald Dr.: signs, markings, speed tables, & median refuge islands	$ 75,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to improve access to Lynhaven Elementary School	$ 90,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to fill gap on Borina Ave. at Saratoga Ave.	$ 70,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to improve access on both sides of Yerba Buena Road at Thompson Creek	$ 47,000
FY 2005-06	San Jose	Install sidewalk, curb, gutter and ADA ramps on Carola Avenue at Clarita Avenue	$ 110,000
FY 2005-06	San Jose	Install sidewalk, curb, gutter, pedestrian crossing and median island to provide access to Penitencia Creek County Park	$ 62,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter on Senter Road at Burke Street	$ 58,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to improve access to Toyon Elementary School	$ 45,000
FY 2005-06	San Jose	Citywide ADA Compliant Wheelchair Accessible Ramps	$ 100,000
FY 2005-06	San Jose	Sign and stripe bicycle and pedestrian facilities, including bike lanes, bike routes, crosswalks, and bike paths	$ 58,397
FY 2005-06	San Jose	Provide bicycle and pedestrian safety education to elementary school children and adults, purchase educational material	$ 35,000
FY 2005-06	Santa Clara	Install and maintain bicycle and pedestrian facilities, including bike lanes, bike routes, crosswalks, and bike paths	$ 78,180
FY 2005-06	Saratoga	Acquire right-of-way to upgrade UPRR railroad crossing in a bulb configuration to allow bicycles to cross at 90 degrees	$ 95,000
FY 2005-06	Sunnyvale	Improve Calabazas Creek Trail with additional gates, signs, fences, ramp modifications, and a bridge across creek	$ 182,048
FY 2005-06	County of Santa Clara	Restripe four co. expressways' shoulders with 8 inch stripes and sign to allow functioning as bicycle shoulder	$ 50,000
FY 2005-06	Brentwood	Crosswalk and sidewalk improvements on Minnesota Avenue between Deer Creek and Sand Creek	$ 31,000
FY 2005-06	Union City	Construct 1750 feet by 15 feet textured decorative concrete sidewalks plus 5 foot bike lanes on both sides of 11th Street	$ 53,142
FY 2005-06	TAM	Update and complete bicycle and pedestrian master plans countywide and for cities and towns in Marin County	$ 160,000

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	Campbell	Construct bike lanes on Harriet Avenue north of Westmont Avenue and on Union Avenue south of Campbell Avenue	$ 24,308
FY 2005-06	Larkspur	Design + construct 13 ft wide Class I bike/pedestrian path and modify signals on Magnolia Ave. + Doherty Dr	$ 136,668
FY 2005-06	County of San Mateo	Develop bike route data for GIS, integrate into countywide GIS files, and maintain bike route GIS data	$ 40,000
FY 2005-06	City of Napa	Class I path along Napa Valley Wine Train right of way between Redwood Rd/SR 29 and Vallejo St/Soscol Av	$ 85,271
FY 2005-06	American Canyon	Construct bike lanes and Class I trail adjacent to Commerce Boulevard	$ 34,729
		Total	**$ 21,785,915**

TCM C: Transportation for Livable Communities

FY 2004-05 MTC TLC Planning Program

Project Sponsor	Project Title	TLC Grant
Alameda County		
City of Oakland	Revitalizing Foothill / Seminary: A Model for Oakland's Regional Transit Streets	$ 75,000
City of Berkeley	Downtown Berkeley BART Plaza and Transit Area	$ 75,000
Contra Costa County		
City of Lafayette	BART-Downtown Lafayette Pedestrian Linkages Project	$ 20,000
San Francisco County		
San Jose/Guerrero Coalition to Save Our Streets	The San Jose/Guerrero Neighborhood Plan	$ 75,000
San Mateo County		
Redwood City	Transit Station Sub-area Precise Plan	$ 71,760
SamTrans	Transforming the El Camino Real to Link Caltrain Stations with Vibrant Downtowns in Redwood City, San Carlos and Belmont	$ 63,840
Santa Clara County		
City of Sunnyvale	Murphy Avenue Streetscape Revitalization	$ 75,000
Sonoma County		
City of Santa Rosa	Downtown Pedestrian Linkages Study	$ 44,400
	Total	**$ 500,000**

FY 2004-05 MTC TLC Capital Program

Project Sponsor	Project Title	TLC Grant
City of Oakland, CEDA	Revive Chinatown – Phase 1	$ 2,200,000
City of Union City Public Works Dept.	Union City Intermodal Station –Pedestrian connections and New East Plaza	$ 1,124,000
Richmond Redevelopment Agency	Richmond Transit Village: Intermodal Transit Station	$ 1,581,000
County of Marin	Cal-Park Hill Tunnel Rehab and Class I Bikeway	$ 1,500,000
City of Gilroy	Monterey Streetscape Improvements – Fourth Street to Sixth Street	$ 2,500,000
City of Morgan Hill	Morgan Hill – Depot Street Capital Improvements	$ 2,627,000
Bay Area Rapid Transit District	Daly City BART- St. Charles Pedestrian & Bike Project	$ 501,000
City & Co. of San Francisco Dept. of Public Works	Broadway Streetscape Improvements Project – Phase II	$ 2,000,000
City of South San Francisco	BART Linear Park-Huntington Avenue to Orange Avenue	$ 1,933,000
City of Vallejo	Vallejo Station Pedestrian Links	$ 2,071,000
City of Petaluma/Eden Housing Inc.	Downtown River Apts Riverwalk and Streetscape Improvements	$ 358,000
	Total	***$ 18,394,000***

Contingency Projects

City of Union City Public Works Dept.	Union City Intermodal Station – West Plaza Enhancements	$ 1,713,500
City of Oakland, CEDA	MacArthur Transit Hub Streetscape Improvement Project	$ 1,918,000
Town of Los Gatos Parks & Public Works Dept.	Streetscape & Gateway	$ 2,400,000
City of San Leandro Community Dev. Dept.	East 14th Street South Area Revitalization Project – La Palma District	$ 1,600,000
County of Contra Costa Redevelopment Agency	North Richmond Third Street Upgrades	$ 1,966,000

TCM C: Transportation for Livable Communities

FY 2005-06 Marin County TLC Capital Program

Project Sponsor	Project Title	TLC Grant
Town of Fairfax	Center Boulevard Streetscape Redesign Project	$ 500,000
County of Marin	Fireside Pedestrian and Traffic Safety Project	$ 198,906
Town of Corte Madera	Bayside Trail Improvement Project	$ 371,826
	Total	**$ 1,070,732**

FY 2005-06 Alameda County TLC Capital Program

Project Sponsor	Project Title	TLC Grant
City of Oakland	Coliseum BART Streetscape	$ 500,000
City of Oakland	Oakland Coliseum Pedestrian Walkway	$ 885,000
City of Oakland	W. Oakland Transit Village Streetscape Project	$ 1,300,000
City of Oakland	MacArthur Entry Plaza & 40th Streetscape Project	$ 1,147,000
City of Berkeley	Ashby/Ed Roberts Bicycle/Pedestrian Improvements	$ 1,200,000
City of Union City	Pedestrian/Bicycle Improvements	$ 2,000,000
	Total	**$ 7,032,000**

FY 2005-06 Sonoma County TLC Capital Program

Project Sponsor	Project Title	TLC Grant
City of Petaluma	Petaluma Blvd. Pedestrian Enhancements	$ 485,000
City of Rohnert Park	Rohnert Park City Center Drive Improvements	$ 1,150,000
Town of Windsor	Windsor Pedestrian Enhancements & Traffic Calming	$ 235,000
Sonoma County Reg'l Parks	Sonoma County Santa Rosa Creek Trail	$ 550,000
Town of Windsor	Windsor Old Redwood Hwy Pedestrian Linkages	$ 338,000
Sonoma County Reg'l Parks	Sonoma County Bodega Bay Bicycle & Pedestrian Trail	$ 535,000
City of Santa Rosa	Santa Rosa Courthouse Square Off-Site Improvements & Gateway Street	$ 1,000,000
	Total	**$ 4,293,000**

Grand Total	**$ 31,289,732**

TCM D: Additional Freeway Service Patrol

The Bay Area FSP is a joint project of the Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE), the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). The service is provided by private tow truck companies, selected through a competitive bid process, under contract to MTC SAFE. During the hours of operation, the vehicles and drivers are exclusively dedicated to patrolling their freeway beat. The program is intended to augment the MTC SAFE network of motorist-aid call boxes in the nine Bay Area counties.

Current Profile (as of February 2009)
A fleet of 83 trucks patrols some 550 miles of the Bay Area's freeways. Patrol routes are selected based on several factors, including a high rate of traffic and congestion, frequent accidents or stalls, and lack of shoulder space for disabled vehicles.

The FSP tow trucks operate primarily during morning and afternoon commute hours, generally from 6 a.m. to 9 a.m. or 10 a.m. and from 3 p.m. to 6 p.m. or 7 p.m., Monday through Friday. Weekend service is provided in Napa, as well as seasonally along Highway 17, and in some other locations on Sunday.

FSP tow trucks are equipped for nearly any contingency. In addition to the standard auto repair and towing equipment, they carry 5 gallons of diesel fuel, 5 gallons of unleaded gasoline, and 5 gallons of water, as well as an external speaker and public address system.

Funding
The tow trucks are financed with federal, state and local moneys. Local funds come from the MTC SAFE, which is financed by a $1 annual vehicle registration fee in participating counties. The service costs approximately $7 million a year to operate. Another $2 million is invested in sophisticated communications equipment, including an automatic vehicle location system that enables CHP and Caltrans to monitor the location of the trucks and improve dispatching efficiency.

Implementation Plan
See the attached Implementation Plan, which is also available at:
http://www.fsp-bayarea.org/implementation_plan/Iplan.pdf

BAY AREA FREEWAY SERVICE PATROL PROGRAM
IMPLEMENTATION PLAN

Revised 06/01/07

BEAT ID	CONTRACTOR	LOCATION COUNTY	LOCATION ROUTE	BEAT LIMITS	CALTRANS ONE WAY LENGTH (IN MILES)	START DATE	ENDING DATE	WEEKDAYS AM SHIFT	WEEKDAYS MIDDAY SHIFT	WEEKDAYS PM SHIFT	SUNDAY PM SHIFT	# OF TOW TRUCKS	# OF PICKUP TRUCKS	# OF FLATBED TRUCKS	# OF BACKUP TRUCK	NOTES	TOTAL CONTRACT HOURS	BEAT ID
1	Redhill Towing	ALA	980	Interstate 580 to Interstate 880	2.03	07/01/07	07/26/09	6:00-10:00		15:00-18:30	13:00-19:00	2	1			b	12,395	1
		ALA	880	7th Street to Jackson Street	2.04													
		ALA	24	Interstate 580 to Contra Costa County Line	4.39													
		CC	24	Contra Costa County Line to Oak Hill Road	6.25													
		CC/ALA	*13*	*State Route 24 to Redwood Avenue*	(4.23)											c		
2	A-One Towing Service	ALA	80	Powell Street to Contra Costa County Line	4.25	07/01/07	07/26/09	6:00-10:00	10:00-15:00	15:00-19:00	13:00 - 19:00	2	1		1	a, b, c	15,755	2
		CC	80	Alameda County Line to San Pablo Dam Road	4.34													
		ALA/CC	580	Interstate 80 to Western Drive/Pt. Molate	6.01													
3	Palace Garage	ALA	880	Alvarado-Niles Road to State Route 238	7.66	06/25/07	06/26/11	06:00-10:00		15:00-19:00	13:00-19:00	2				b,c	17,132	3
		ALA	92	Interstate 880 to Clawiter Road	1.91													
4	Palace Garage	ALA	880	Broadway to State Route 238	10.55	07/01/07	07/26/09	6:00-10:00		15:00-19:00	13:00-19:00	2	1			b	13,170	4
		ALA	238	Interstate 880 to Interstate 580	2.11													
5	K&S Tow	CC	680	Stone Valley Road to Marina Vista Road	13.89	07/02/07	07/04/11	06:00-09:00		14:00-18:30		2	1		1	b	22,523	5
		CC	24	Oak Hill Road U/C to Interstate 680	2.87													
6	B&A Body Works & Towing	SM	101	State Route 92 to SF City Limit/101 to Foster City Boulevard	14.23	07/01/07	07/05/09	6:00-10:00	10:00-15:00	15:00-19:00		2	2		1	a, b	19,754	6
		SM	92	Interstate 101 to Foster City Boulevard	1.47													
7	Redhill Towing	MRN	101	Alexander to 3rd Street/Irwin Street (Central San Rafael Exit)	10.28	07/03/05	07/06/08	6:00-10:00		15:00-19:00	13:00 - 19:00	2			1	b, c	13,090	7
		MRN	580	Highway 101 to Interstate 580 San Quetin	1.60													
8	Campbell's Towing	SCL	101	Blossom Hill Road to Ellis Street	18.40	07/01/07	07/05/09	6:00-10:00		15:00-19:00	13:00 - 19:00	2	2		1	b, c	16,808	8
		SCL	237	Highway 101 to Lawrence Expressway	2.12													
9	Campbell's Towing	SCL	280	Interstate 680/Highway 101 to Foothill Exp.	11.45	06/11/07	06/10/11	6:00-10:00		15:00-19:00		3	1		1	b	32,032	9
		SCL	85	Junction Route 280 to El Camino Real	3.3													
		SCL	87	State Route 85 to Hwy. 101	9.22													
10	Sunrise Enterprise 87	SCL-SM	101	Ellis Street to State Route 92	17.44	06/11/07	06/10/11	6:00-10:00		15:00-19:00		2	1			a, b	24,024	10
		SCL	92	Junction Route 101 to El Camino Real	0.93													
11	B&A Body Works & Towing	SF	101	Cesar Chavez to San Mateo Co. Line	2.92	06/11/07	06/12/11	6:00-10:00	10:00-15:00	15:00-19:00	10:00-16:00	2				a, b,c	22,473	11
		SF	280	San Mateo Co. Line to Highway 101	4.34													
		SM	101	Harney Way to San Francisco Co. Line	0.41													
		SM	280	Geneva/Ocean Avenue to San Francisco Co. Line	1.77													
	(Bridge Tow Coverage)	*SF*	*280*	*Highway 101/Interstate 280 Interchange to Sixth Street*	(3.2)											c		
	(Bridge Tow Coverage)	*SF*	*80*	*Cesar Chavez to Interstate 80/Fourth Street*	(1.5)											c		
12	Ken Betts Towing	CC	80	San Pablo Dam Road to Cummings Skyway	8.39	07/09/07	07/10/11	6:00-10:00	10:00-15:00	15:00-19:00	13:00-19:00	2				a, b, c	22,473	12
13	Bill's Towing	MRN	101	Interstate 580 to Junction Route 37	9.13	06/25/07	06/26/11	6:00-10:00		14:30-18:30	13:30-18:30	2				b, c	17,282	13
14	All Ways Tow & Transport	ALA	880	Mowry Avenue to Alvarado Niles Road	5.84	07/01/07	07/24/09	6:00-10:00		15:00-19:00		2				b	8,272	14
		ALA	84	Thornton Avenue to Interstate 880	2.26													
15	Yarbrough Bros. Towing	SON	101	Wilfred Avenue to River Road	10.8	07/02/07	07/01/11	6:30-9:30		15:30-18:30		1					6,006	15
16	Lima Tow	SCL	17	Junction Route 9 to Summit Road	7.07	07/09/07	07/10/11	6:30-9:30		15:30-18:30	See separate beat 16/SC schedule	1				b, c, f	7,974	16
17	Sierra Hart	SOL	12	Interstate 80 to Napa Co. Line	2.95	07/23/07	07/24/11	6:00-10:00		15:00 -19:00	8:00-16:30 Sat. & Sun.	1 wkdy, 2 wknd			1 wkdy		15,573	17
		NAP	12	Napa Co. Line to Sonoma Co. Line	11.60													
		NAP	29	State Route 37 to Oakville Cross Road	24.0													
		SON	12	Sonoma Co. Line to Junction 116	4.90													
		NAP	*29*	*Oakville Cross Road to State Route 128*	(1.8)											c		
18	All Ways Tow & Transport	SCL	880	Junction Route 237 to Alameda County Line	2.08	07/01/07	07/10/09	6:00-10:00		15:00-19:00		2				b	8,112	18
		ALA	880	SCL County Line to Mowry Avenue	7.18													
19	Lima Tow	SCL	880	Junction Route 237 to Junction Route 17	8.42	07/01/07	07/10/09	6:00-9:00		15:00-19:00		2	1			b	10,647	19
		SCL	17	Junction Interstate 880 to Junction Route 9	6.88													
		SCL	237	Junction Interstate 880 to Lawrence Expressway	4.70													
20	Nelson's Tow	SM	280	*Geneva/Ocean Avenue* to Interstate 380	8.18	07/01/07	07/10/09	6:30-9:30		15:00-18:00		2				b	6,084	20
		SM	380	Interstate 280 to Highway 101	1.67													
21	Matos Towing & Transport	ALA	680	Scott Creek to Alcosta Boulevard	21.35	07/01/07	07/10/09	5:30-9:30		15:00-19:00		1	1	1	1	b	12,168	21
22	Palace Garage	ALA	580	Vasco Road to Santa Rita	8.25	07/23/07	07/24/11	5:30-9:30		15:30-19:00	13:00-19:00	2	1			b, c, d	25,685	22
		ALA	580	Grant Line Road to Vasco Road	8.23													
23	Campbell's Towing	SCL/ALA	680	Highway 101 to Scott Creek Road	10.17	07/01/07	07/10/09	5:30-9:30		15:00-19:00		2				b	8,112	23
24	Roadrunner Tow	SOL	680	[illegible]	[illegible]	07/23/07	07/22/11	6:00-9:00		[illegible]		1				g	6,036	24
		SOL	780	Junction 680 to Junction 80	6.42													
25	B&D Towing	CC	4	Fullerton Avenue to Pacheco Blvd.	20.39	07/01/07	07/17/09	5:30-9:30		15:30-19:00		2	1			b	11,520	25
		CC	242	State Route 4 to Interstate 680	3.4													
26	A-One Tow Service	ALA	580	Harrison Street/Oakland Avenue to Junction Route 238	13.47	07/01/07	07/17/09	6:30-9:30		15:30-18:30		1		1		b	6,144	26
		ALA	*13*	*Redwood Avenue to Interstate 580*	(0.0)											c		
27	Palace Garage	ALA	580	Santa Rita Road to Junction 238	12.86	06/25/07	06/26/11	6:00-9:30		15:30-18:30	13:00-19:00	2	1			b,c	21,020	27
28	Bill's Towing	MRN/SON	101	State Route 37 to East Washington Boulevard	13.1	07/01/07	07/17/09	5:30-9:30		15:30-18:30		1				b	3,584	28
29	Roadrunner Tow	SOL	80	Magazine Street to Abernathy Road	14.04	07/09/07	07/10/11	6:00-9:00		15:30-18:30	13:00-19:00	2				b, c, h	15,020	29
					0													
30	Nelson's Tow	SM	92	State Route 1 to Highway 280	8.03	07/23/07	07/22/11	6:00-9:30		15:30-18:30		2				b	13,013	30
		SM	280	Interstate 380 to State Route 92	10.20													
		SM	92	Interstate 280 to Highway 101	4.83													
31	Campbell's Towing	SCL	101	Blossom Hill Road to East Dunne Avenue	12.6	07/01/07	07/19/09	6:00-9:00		16:00-19:00	13:00 - 19:00	2				b, c	6,900	31
32	Dick's Automotive Transport	SCL	85	Interstate 280 to Cottle Road	16.48	07/01/07	07/17/09	6:00-9:00		16:00-19:00		2				b	6,144	32
33	Yarbrough Bros. Towing	SON	101	East Washington Boulevard to Wilfred Avenue	10.26	07/24/05	07/20/08	6:00-9:00		15:30-18:30		1				b	4,482	33
34	Vacaville Tow	SOL	80	Abernathy Road to I-505 Vaca Valley Road	12.54	07/09/07	07/10/11	6:00-9:00		15:30-18:30	13:00-19:00	2				b, c, h	15,020	34
35	Palace Garage	CC	680	Alcosta Boulevard to Stone Valley Road	10.36	07/09/07	07/08/11	6:00-9:00		15:00-18:30		1				b	6,507	35
36	Ken Betts Towing	CC	4	Interstate 80 to Pacheco Blvd.	11.8	07/23/07	07/22/11	6:00-9:30		15:30-19:00		1					7,007	36
37	Vacaville Tow	SOL	80	Junction I-505 to Richards Blvd	16.4	07/23/07	07/24/11	6:00-9:00		15:30-18:30	13:00-19:00	2				b, c, h	15,032	37
					539.67							65 wkdy, 66 wknd	15	2	8 wkdy, 7 wknd		493,973	

TCM E: Transit Access to Airports

BART to San Francisco International Airport:
S. San Francisco: From Colma BART station to the new SFO station; Extend BART system to the San Francisco International Airport.

BART Fares and Schedules
The latest BART fares and schedules (as of January 2008) can be found at: http://www.bart.gov/guide/brochures.aspx

Service Adjustments
See attached document for service adjustments overtime since June 2003 through December 2006.

SFO Service Changes Over Time

Below is a list and description of service changes that have been implemented since the San Francisco Extension opening on June 22, 2003 through December 31, 2006. Some of these changes are major system changes. Other changes are more minor involving train sizing.

June 22, 2003 - SFO Initial Service

Bay Point trains provide service to Millbrae during all hours of operation, all week. Dublin trains provide service to the San Francisco Airport (SFO) during all hours of operation, all week. These routes operate on 15 minute headways during the weekday, and on 20 minute headways during evenings and on weekends. A shuttle train provides service between Millbrae and SFO on 20 minute headways during all hours of operation, all week. In addition to the base 15 minute service, three AM peak period rush trains provide service from Bay Point to Daly City, then operate express from Daly City to SFO. These three trains return during the evening peak period and operate express from SFO to Daly City, then on to Bay Point.

1. Direct service to/from Millbrae and direct service to/from SFO
2. Peak rush trains provide Bay Point line passengers direct service to/from SFO during the peak periods
3. 20 minute shuttle does not synch with the 15 minute base service during the day

February 9, 2004

Bay Point trains provide direct service to SFO, then continue to Millbrae. On the return trip these trains follow the same route back to Bay Point. This service route has been called the "Reverse L" service because the shape of the service on the SFO extension resembles a backward or reverse "L" shape. During the 3-1/2 hour AM and PM peak period on weekdays, Richmond trains provide direct service to Millbrae, then continue to SFO. On the return trip these trains follow the same route back to Richmond. This service route is referred to as the "L" service. The Richmond trains do not operate on the weekend. When the Richmond trains are operating on the extension during the week the Bay Point trains terminate at SFO and do not continue to Millbrae. At all other times (off-peak, evenings and weekends) the Bay Point trains complete the "Reverse L" service pattern. There are no other direct peak period rush trains. Service during the day (and during the peak rush) is 15 minutes, while evenings and weekends operate at 20 minute headways.

1. Provides for direct service on all extension routes to Millbrae and SFO, no need to transfer
2. 20 minute shuttle (during normal 15 minute service) replaced by 15 minute direct trains
3. During off-peak, evenings and weekends, direct service to Millbrae is through the SFO station

March 8, 2004

Train sizing adjustments: Train 361 increased from 4 to 5-car train off-peak. Train 441 changed to 10-car peak size for all PM trips instead of breaking to 5-car train on last trip. Other minor adjustments were made to the 200s and 500s.

September 13, 2004

Bay Point trains provide direct service to SFO, then continue to Millbrae. This service provides "Reverse L" service and operates during all hours of operation, all week. During the 3 hour AM and PM peak period on weekdays, Richmond trains provide direct service to SFO, then continue to Millbrae in a "Reverse L" service configuration. During the 3 hour AM and PM peak period (weekdays only) the Richmond and Bay Point trains both provide service directly to and from Millbrae/SFO. The Richmond trains do not operate on the weekend. Service during the day on each route (and during the peak rush) is 15 minutes, while evenings and weekends operate at 20-minute headways.

1. Provides for direct service on all extension routes to Millbrae and SFO, no need to transfer

2. During all hours, direct service to Millbrae is through the SFO station (but is effectively every 7.5 minutes during the 3 hour AM and PM peak periods)

December 13, 2004
Train sizing adjustments were made to better match capacity with demand, generally to shorter trains.

April 23, 2005
Train sizing adjustments: The 300 series trains on Saturday were increased from 8 to 9-car trains.

June 13, 2005
Train lengths were generally shortened to an 8-car plan in two phases, in June and August, 2005, with peak size trains running all day on the Bay Point line.

August 15, 2005
Second phase of implementing the "8-car" plan.

September 12, 2005
Dublin trains provide direct service to SFO, then continue to Millbrae in a "Reverse L" service configuration. Only the Dublin trains will provide service to the extension on weekdays and weekends. Richmond and Bay Point trains will truncate at Daly City. Service during the day (and during the peak rush) is 15 minutes, while evenings and weekends operate at 20-minute headways. Although direct service from Bay Point has been replaced with this new service, the transfer time from a Bay Point base train to SFO train (from Dublin) is only 3-4 minutes in each direction.

September 22, 2005
Extend service from Richmond and lengthen trains. Up to six consists will be lengthened from 4 to 8-car trains. Richmond trains to Daly City will be extended to Colma for two hours in the morning and two hours in the evening.

October 10, 2005
The following adjustments were made:

Weekday
100s - three trains lengthened
200s - one train lengthened, Make/Break timing changed
300s - several trains lengthened with a few trains reduced in size
400s - one train lengthened
500s - No change since September 22, 2005 (Make/Break timing)

Saturday
300s - some trains lengthened

Sunday
300s - some trains lengthened

December 5, 2005
The following adjustments were made:

Weekday
100s – 115 becomes the last AM Break train
300s – Train 323 and 363 increased from 8-car to 9-car trains

Saturday
200s – All trains are now 6-car trains during the day

January 30/31, 2006e
The following adjustments were made:

Weekday
100 Series Trains (net +1)
Train 101 +1 (9 to 10 cars) peak increase
Train 115 off peak increase 4 to 5 cars

200 Series Trains (net 0)
No change

300 Series Trains (net –2)
Train 365 off peak decrease only on dispatches of 20:58, 22:19, and 23:38
Train 367 +1 (9 to 10 cars) off peak decrease only on dispatches of 21:18, 22:39, and 24:00
Train 371 –1 (10 to 9 cars)
Train 377 –1 (10 to 9 cars)
Train 381 –1 (10 to 9 cars)
Train 331 -2 (10 to 8 cars)
Train 335 +2 (8 to 10 cars)

400 Series Trains (net +2)
Train 443 –1 (9 to 8 cars) for AM peak period only
Train 445 +1 (8 to 9 cars)
Train 453 –1 (9 to 8 cars) for PM peak period only
Train 455 +2 (8 to 10 cars) and off peak increase 4 to 5 cars

500 Series Trains (net +10)
Train 501 +1 (8 to 9 cars) peak increase and off peak increase 4 to 5 cars
Train 503 +1 (8 to 9 cars) peak increase and off peak increase 4 to 5 cars
Train 505 +1 (8 to 9 cars) peak increase
Train 507 +1 (8 to 9 cars) peak increase
Train 509 +1 (8 to 9 cars) peak increase
Train 511 +1 (8 to 9 cars) peak increase
Train 513 +1 (8 to 9 cars) peak increase and off peak decrease 8 to 5 cars
Train 519 +1 (8 to 9 cars) peak increase
Train 521 +1 (8 to 9 cars) peak increase and off peak increase 4 to 5 cars
Train 523 +1 (8 to 9 cars) peak increase

Saturday
100s – no change
200s – no change
300s – All 8-car trains are now 9-car trains
400s – no change
500s – Four trains increased from 4 to 5-cars (501, 505, 511, and 515)

Sunday
200s – no change
300s – no change
500s – All trains 9-car midday and some offpeak increased from 4 to 5-cars (503, 505, and 515)

Appendix E
Comments on the Draft Conformity Analysis (Forthcoming)

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Appendix F
Methodology for Bay Area Conformity Determinations

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Winston H. Hickox
Agency Secretary

Air Resources Board

Alan C. Lloyd, Ph.D.
Chairman
1001 I Street • P.O. Box 2815 • Sacramento, California 95812 • www.arb.ca.gov

Gray Davis
Governor

November 30, 2001

Mr. Wayne Nastri
Regional Administrator
U.S. Environmental Protection Agency
Region IX
75 Hawthorne Street
San Francisco, California 94105

Dear Mr. Nastri:

The Air Resources Board (ARB/Board) hereby transmits the Bay Area emission factor model (SF Bay Area-EMFAC 2000) to the U.S. Environmental Protection Agency (U.S. EPA) for approval and use in the 2001 San Francisco Bay Area State Implementation Plan (Bay Area SIP) and subsequent Bay Area conformity determinations.

SF Bay Area-EMFAC 2000 is tailored specifically to the San Francisco Bay Area. The emission factors contained in SF Bay Area-EMFAC 2000, along with updated activity data from the Metropolitan Transportation Commission (MTC), provide the basis for the mobile source emissions budgets in the 2001 Bay Area SIP. SF Bay Area-EMFAC 2000 will be used for subsequent Bay Area conformity determinations. At a public meeting on November 1, 2001 the ARB Board approved SF Bay Area-EMFAC 2000 for these purposes following a 30-day public notice. At the time the Bay Area SIP was being developed, this model was the most current emission factor model available. SF Bay Area-EMFAC 2000 was based on EMFAC2000. The documentation for EMFAC2000 was publicly available beginning in May 2000 and made available for use by the Bay Area Air Quality Management District when it began developing the 2001 Bay Area SIP in November 2000.

The three Bay Area co-lead agencies responsible for developing the Bay Area SIP have committed to do a mid-course review of the Bay Area SIP by December 31, 2003 and revise the 2001 SIP by March 2004. ARB has committed to submit the revised Bay Area SIP to U.S. EPA by April 15, 2004. The mid-course review will use the most current emission factor model available at that time to develop the mobile source emissions budgets. This model will be EMFAC2001 or its successor.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Website: http://www.arb.ca.gov.

This transmittal provides documentation of the emission factors and activity data used in SF Bay Area-EMFAC 2000 to develop the 2001 Bay Area SIP. In addition, it includes the methodology ARB will be using to conduct Bay Area conformity determinations.

SF Bay Area-EMFAC 2000 Emission Factor Model Documentation

Comparison between MVEI7F/7G and SF Bay Area-EMFAC 2000

The emission factors used in the SF Bay Area-EMFAC 2000 emission factor model represent a major improvement over emission factors used in older models such as MVEI7F and MVEI7G. SF Bay Area-EMFAC 2000 exhaust hydrocarbon emission rates are significantly higher than the emission rates included in the older models. The increase in exhaust hydrocarbon rates is mainly a result of the following changes:

- More accurately reflecting real-world driving by using the Unified Cycle (UC) driving cycle rather than the Federal Test Procedure (FTP);
- Using new speed adjustment factors to better reflect how emissions change as average driving speeds change;
- Representing 45 model years, rather than only 35; and
- Incorporating new vehicle test data.

Evaporative hydrocarbon emission rates in SF Bay Area-EMFAC 2000 are also significantly higher than the older models' emission rates. The most important changes causing the increase in evaporative hydrocarbon emission rates include:

- Higher hot soak emission rates, especially for older catalyst-equipped vehicles;
- Higher running loss emission rates, based on new data; and
- Including emissions for vehicles with liquid fuel leaks.

Emission rates for oxides of nitrogen (NOx) are also significantly higher in SF Bay Area-EMFAC 2000 than in the older models. The increased estimates of NOx emission rates are primarily due to the following changes:

- Inclusion of "off-cycle NOx" (i.e., NOx emissions that were not represented in the certification driving cycle); and
- Incorporation of new vehicle test data for catalyst equipped passenger cars and light trucks.

Incorporation of Latest Standards

SF Bay Area-EMFAC 2000 also includes the effects of recently adopted standards on the emissions of the on-road fleet. The future year emission rates in SF Bay Area-EMFAC 2000 reflect the adopted standards described below.

<u>Supplemental Federal Test Procedure</u>

Two supplemental test procedures to the FTP were adopted by the Board in July of 1997. These new standards are applicable to passenger cars, light-duty trucks, and medium-duty vehicles weighing 8,500 pounds or less. These standards require the

control of excess emission of hydrocarbon and oxides of nitrogen during "off-cycle" operations (high speed and hard acceleration), and excess emissions associated with the use of air conditioning. The new standards are to be phased-in between 2001 and 2005.

Low Emission Vehicles (LEVII)
The second phase of Low Emission Vehicle Standards (LEVII) was adopted by the Board in November of 1998. This action imposed more stringent hydrocarbon, carbon monoxide, NOx and exhaust particulate matter emissions standards for passenger cars, light-duty trucks and medium-duty vehicles up to 14,000 pounds sold in California beginning in 2003.

Near Zero Evaporative Standards
Also in November 1998, the Board adopted new standards for the emissions of evaporative hydrocarbons (diurnal, hot soak and resting loss). The standards were reduced from 2 grams per test (hot soak plus diurnal) for passenger cars, to 0.5 grams per test.

New On-Road Motorcycle Standards
In December of 1998, the Board adopted lower exhaust emission standards for on-road motorcycles. These standards, which may require future motorcycles to utilize catalytic converters, are applicable to new motorcycles sold in California beginning in 2004.

Off-Cycle NOx Mitigation
In a settlement reached between the federal government, the Air Resources Board and heavy-duty engine manufacturers, several mitigation measures were agreed to regarding off-cycle NOx emissions. In addition to ending the practice of defaulting to an advanced timing condition during extended cruise operation, several manufacturers have agreed to perform "low emission" rebuilds for in-use engines. These rebuilds will lower the emissions of the in-use fleet.

New Exhaust Emissions Standards for Urban Transit Buses
In February of 2000, the Board adopted a regulation that allows transit agencies the choice between either a diesel or alternative fuel "path" to lower emissions. Beginning in 2002, over the course of 10 years, this regulation requires increased introduction of

cleaner engine buses in transit agencies' fleets, use of cleaner diesel fuel, retrofits to reduce exhaust particulate matter (PM) emissions from older diesel buses, and use of zero-emission buses (ZEBs).

Public Review

The emission factors used in SF Bay Area-EMFAC 2000 were developed in a 3-year process and were subject to public review and comment during three workshops held in 1998, 1999, and 2000. Throughout the comment period, ARB received a number of written and verbal comments, which were addressed in the development of the emission factor model.

Further detail regarding the development of the SF Bay Area-EMFAC 2000 emission factor model may be found in the attached Technical Support Documentation. The Technical Support Documentation refers to broader work on the statewide EMFAC2000 emission factor model, but also applies to the region specific SF Bay Area-EMFAC2000.

Activity Data Documentation

The Bay Area vehicle miles traveled (VMT), VMT growth rates, and VMT-speed distributions incorporated into SF Bay Area-EMFAC 2000 represent the best current activity data estimates available. The derivation of these estimates are explained below.

Vehicle Miles of Travel

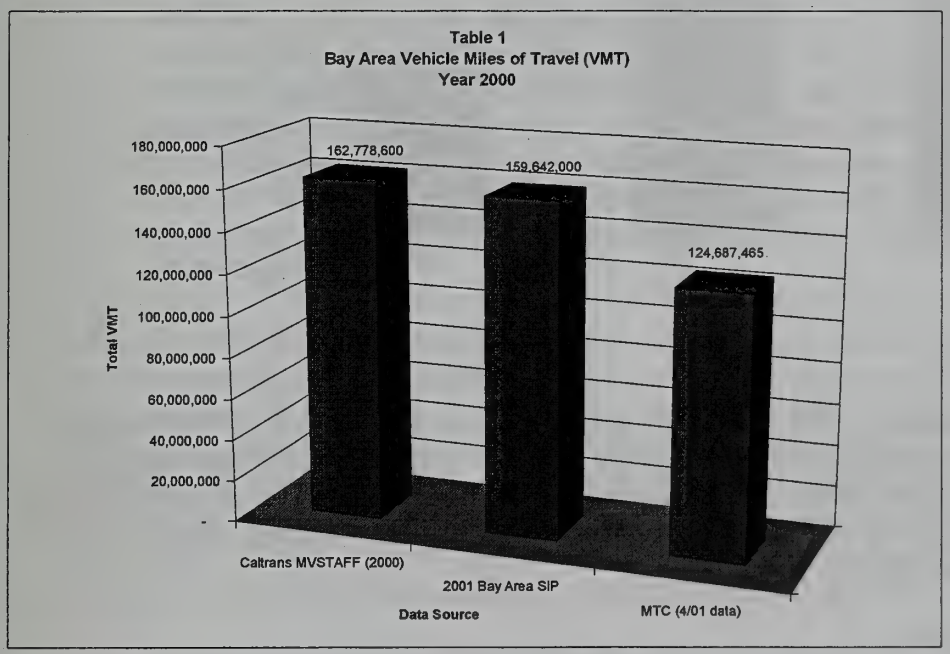
Bay Area VMT estimates for calendar year 2000 are based on the ARB VMT estimation methodology using mileage accrual rates derived from Smog Check odometer data and Department of Motor Vehicle vehicle populations (see Section 7 of the attached Technical Support Documentation for further detail on the ARB VMT estimation methodology).

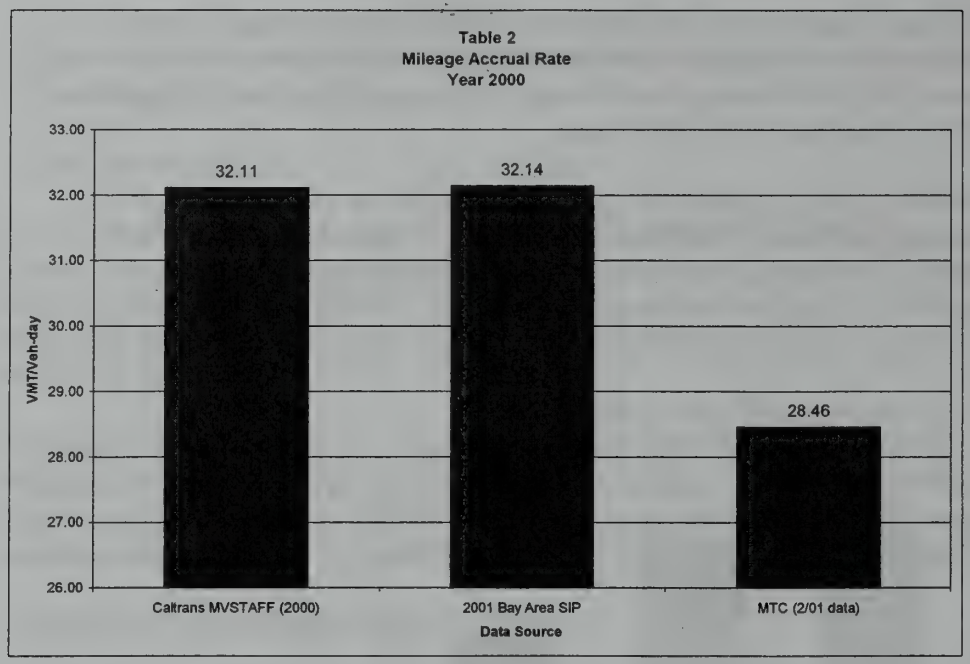
The decision to use ARB's VMT estimate instead of the VMT estimate from MTC's BAYCAST-90 travel demand model for calendar year 2000 was made in an agreement between MTC and ARB. As Table 1 illustrates, MTC's 2000 VMT estimate for the region is about 22 percent lower than both ARB and Caltrans' estimates. The ARB and Caltrans[1] methods for estimating VMT were developed independently of each other, yet fall within 1 percent of each other.
Additional justification for using the ARB VMT estimation methodology is found in the estimate of the number of miles driven by each vehicle per day (i.e., the mileage accrual

[1] Caltrans' VMT estimate was taken from the annual "Motor Vehicle Stock, Travel, and Fuel Forecast" (MVSTAFF) report. The MVSTAFF report forecasts statewide VMT based on statewide vehicle population data from the DMV, fuel consumption estimates from the Board of Equalization, and fuel economy estimates derived from the national fuel economy standards. Statewide VMT estimates are then disaggregated to the county level using county auto registration and road system mileage ratios.

rate). Table 2 compares mileage accrual rates from various data sources. MTC's estimates appear too low to be consistent with odometer readings collected in the Smog Check program. MTC's mileage accrual estimates are 11 percent lower than both Caltrans' ARB's estimates for the Bay Area.

For the purposes of the 2001 Bay Area SIP, MTC agreed to use ARB's 2000 VMT estimate. It was also agreed that the difference in VMT between ARB's and MTC's calendar year 2000 VMT estimates would be used as a "correction" for all future analysis years.





VMT Growth Rates

In the agreement between ARB and MTC, ARB agreed to use MTC's VMT growth rate as implied by the VMT estimates produced by BAYCAST-90. The rationale for this is that while ARB questions the level of travel in calendar year (CY) 2000 as estimated by MTC's travel demand model, ARB is not questioning future year growth projections included in the travel demand model.

VMT-Speed Distributions

The final pieces of activity data provided by MTC and incorporated into SF Bay Area-EMFAC 2000 are the VMT-speed distributions for two calendar years (2000 and 2005). Based on consultation between MTC and ARB staff, ARB incorporated the VMT-speed distributions into SF Bay Area-EMFAC 2000 by applying CY2000 speed distributions to CYs 2000-2003, and CY2005 speed distributions to CYs 2004+.

Methodology for Bay Area Conformity Determinations

For all Bay Area conformity determinations based on the mobile source emissions budgets set in the Bay Area SIP (using SF Bay Area-EMFAC 2000), the following step-wise methodology will be followed:

1. MTC will submit to ARB updated VMT-speed distributions and updated VMT estimates by county for all relevant analysis years. ARB will follow the procedures below for analysis years for which MTC does not submit new activity data (i.e. for which activity data does not change from MTC's original SIP submittal):
    - ARB will use the speed distributions submitted by MTC for the most recent calendar year prior to the analysis year of interest. For example, if MTC submits new VMT-speed distributions for 2005 and 2010, but not for the 2006 analysis year, the 2006 analysis year will use the speed distributions submitted for 2005. VMT-speed distributions will not be interpolated.
    - The VMT estimate for each county will be interpolated using county-specific compounded growth rates.[2] The interpolated VMT will then be used for the following steps.

2. ARB will calculate VMT for the portions of Sonoma and Solano Counties that fall in the San Francisco (S.F.) Air Basin. This is necessary since the SIP budgets are based on the S.F. Air Basin (which covers only the southern portions of Solano and Sonoma Counties), while the MTC VMT estimates include the full nine Bay Area counties. The county portions will be calculated by multiplying the full county VMT submitted by MTC by the VMT ratio (partial county/county) derived from SF Bay Area-EMFAC 2000.[3] In year 2000, about 71 percent of Solano County, and 77 percent of Sonoma County VMT occurred in the S.F. Basin.

3. ARB will calculate the year 2000 difference in VMT between the VMT estimate included in the SF Bay Area-EMFAC 2000 runs[4] and the VMT estimate submitted by MTC for conformity.[5] The resulting differences by county represent the VMT "correction" between ARB and MTC's VMT estimates.

4. The VMT correction will be added by county to the submitted VMT for all analysis years, resulting in the "target" VMT estimate that will be used for the conformity modeling runs.[6]

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[2] For example, 2006 VMT is interpolated from 2005 and 2010 VMT estimates submitted by MTC by the following equation: $VMT_{2006} = (VMT_{2010} / VMT_{2005})^{0.2} * VMT_{2005}$

[3] For the S.F. Basin portions of Solano and Sonoma County VMT:
S.F. Basin County Portion VMT_{MTC} = [S.F. Basin County Portion $VMT_{SFBayArea-EMFAC2000}$ / Total County VMT $_{SFBayArea-EMFAC2000}$] * Total County VMT_{MTC}

[4] SF Bay Area-EMFAC 2000 calculates VMT based on Smog Check odometer readings and DMV vehicle registration data for light duty vehicle classes, and instrumented truck data for the truck classes.

[5] $VMT\ correction_{county\ a}$ = SIP VMT_{CY2000} – MTC VMT_{CY2000}

[6] Target $VMT_{county\ a}$ = MTC $VMT_{county\ a}$ + $VMT\ correction_{county\ a}$

5. The county-specific target VMT in the conformity modeling runs will be achieved in SF Bay Area-EMFAC 2000 by modifying the county-specific vehicle populations in SF Bay Area-EMFAC 2000 using the What-if-Scenario (WIS) option. Since vehicle population and VMT are linearly related in SF Bay Area-EMFAC 2000, to obtain the "target" vehicle population, ARB staff will take the ratio between the SIP VMT estimates and the target VMT for each analysis year and apply them to the SIP vehicle population estimates for each respective analysis year.[7]

6. Once the target vehicle populations have been calculated, ARB staff will run SF Bay Area-EMFAC 2000 using the WIS option to adjust vehicle populations by county, and incorporate any updated speed distributions.

7. ARB staff will then apply control factors to the model output to adjust for emission reduction measures not included in the SF Bay Area-EMFAC 2000 emission factor model or changed since the model was developed.

8. Finally, ARB staff will compare the results to the SIP budgets for the conformity demonstration.

If you have questions regarding this submittal, you may contact me at (916) 445-4383, or have your staff contact Ms. Cynthia Marvin, Chief of the Air Quality and Transportation Planning Branch, at (916) 322-7236.

Sincerely,

/s/

Michael P. Kenny
Executive Officer

Enclosures

cc: See next page.

[7] Target Veh Pop = [((Target VMT – SIP VMT) / SIP VMT) * SIP Veh Pop] + SIP Veh Pop

cc: (w/o Enclosures)
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January 2003

Recommended Methods for Use of EMFAC2002 To Develop Motor Vehicle Emissions Budgets and Assess Conformity

As the agency charged with estimating motor vehicle emissions for air quality plans, the Air Resources Board (ARB) has improved the EMFAC modeling tool for use in combination with estimates of vehicle population and activity to develop motor vehicle emissions budgets and assess transportation conformity. The most recent version of this tool, EMFAC2002, has been transmitted to the U.S. Environmental Protection Agency (U.S. EPA) for approval for use in State Implementation Plans (SIPs) and conformity assessments. This paper describes the recommended practices for ARB, air districts, metropolitan planning agencies (MPOs) and regional transportation planning agencies (RTPAs) to use vehicle activity in conjunction with EMFAC2002 emission rates to calculate emissions budgets and conduct conformity assessments.

The vehicle activity indicators commonly used to develop emissions inventories are vehicle trips and vehicle miles of travel (VMT) by speed, vehicle class and time of day. Though not a direct measure of travel activity, vehicle population may also be a variable for these purposes, as described below.

Vehicle trips. In California, MPOs and RTPAs use demographic forecasts and travel demand models to develop estimates of current and future daily VMT, daily vehicle trips and average travel speeds for links in the transportation network. ARB separately estimates daily vehicle trips, but defines trips as the number of times a vehicle is started, rather than a number of specific daily destinations. This distinction is important; ARB and U.S. EPA studies find that vehicles are started five to six times per day, while trips associated with destinations as reported through travel surveys and predicted in travel demand models occur three to four times per day. Because start emissions and the duration of time between starts are crucial to emissions estimation, ARB equates vehicle trips with vehicle starts. Though EMFAC2002 permits model users to alter estimates of vehicle trips used to estimate emissions, ARB recommends that the model's default estimates of vehicle trips (starts), developed from instrumented vehicle studies, be used for air quality planning and conformity purposes.[1] Alternatively, for vehicle classes where appropriate local data are made available for review through the interagency consultation process, use of trip factoring or other methods to fully account for vehicle starts may be employed. Such alternative approaches should be discussed in the interagency consulation process.

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[1] An exception would occur when a user chooses to factor these start-based trips to account for trip reduction programs. EMFAC2002 start-based trips rather than destination-based trips should serve as the baseline for this adjustment. The adjustment would be made through the What-If Scenario (WIS) function of EMFAC2002 as follows, where TRS denotes the trip reduction scenario:

*WIS Input TRS Trips = EMFAC Default Trips * (RTPA TRS Trips / RTPA Baseline Trips)*

Vehicle speeds. Most travel demand models provide output of estimated average speed by time period and link that may be summarized for use in EMFAC2002. For each major vehicle class and up to 24 hourly time periods, total VMT is divided into 13 different speed "bins" (5 mph through 65 mph) and used as input to EMFAC2002. ARB recommends continuation of this current practice to develop emissions budgets and assess conformity. Travel from intrazonal trips should be assigned to the appropriate speed bin based on the speed assigned to that travel in the travel demand model. VMT for each speed bin and time period can be used as input through the WIS function of EMFAC2002. It is also possible to input this data specific to vehicle class if adequate and defensible local data are available.

Vehicle population. Vehicle trips (starts) in EMFAC2002 are estimated as a function of the number of vehicles, or vehicle population, by county. The population of each class of motor vehicle is estimated and forecast from Department of Motor Vehicles (DMV) registration data. EMFAC2002 assumes there is a relationship between vehicle population and VMT, carried through mileage accrual rates.[2] In the default case, the model assumes *vehicle population * mileage accrual = VMT.* ARB-preferred practice is to maintain this internal consistency, for reasons explained below.

Vehicle miles of travel. Daily VMT is both an emissions model input usually provided by MPOs/RTPAs and a model output used to estimate exhaust emissions. ARB staff reviews MPO/RTPA estimates of VMT and vehicle speeds, and supports these estimates for use in air quality plans whenever we agree they are reasonable and defensible. Use of the latest estimates of MPO/RTPA VMT and speeds in plan development facilitates the subsequent federal transportation conformity process. This is particularly important for any year for which the plan creates emissions budgets, as conformity rules allow no emissions budget exceedance, regardless of how small. As there may be some variance between default EMFAC2002 VMT and more recent MPO/RTPA estimates to be used for SIP development, we are recommending a procedure to more exactly incorporate into emissions budgets revised VMT estimates for emissions budget analysis years.

Although it is possible to directly input VMT into EMFAC2002 through the model's WIS function, it is generally not recommended to do this independent of vehicle population because of the desire to properly estimate start and evaporative emissions tied to the size of the vehicle fleet. A change in total forecasted miles of travel implies a change either in the number of vehicles traveling those miles or in mileage accrual rates. For future years, we generally recommend making vehicle population the variable, rather than mileage accrual. Thus, VMT adjustment would usually occur through vehicle population adjustment in the model's WIS function, according to this formula:

*WIS Input Population = EMFAC Default Population * (RTPA VMT / EMFAC Default VMT)*

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[2] Accrual rates are miles traveled per year as a function of vehicle age, derived from the Bureau of Automotive Repair Smog Check database as described in Section 7.1 of the EMFAC2000 Technical Support Document, found via http://www.arb.ca.gov/msei/on-road/latest_revisions.htm#pcaccrual.

The result of this modification is that emissions estimates more precisely incorporate the daily VMT provided by each MPO/RTPA to calculate exhaust emissions, and vehicle population is adjusted for consistency with this assumption of higher or lower VMT, providing similarly modified start and evaporative emissions.[3] Though the emissions impact of using this approach will often be small, we believe the approach is appropriate given the desire to fully reflect the impacts of changes in travel activity on all emissions processes. Use of consistent methods in air quality plans and conformity assessments will both reduce potential conformity problems and preserve the integrity of the SIP and conformity processes.

Alternatively, local data may indicate that changes in VMT are tied more closely to changes in household or business rates of travel than to changes in vehicle ownership. Or, improved travel demand modeling may project auto ownership rates with a high degree of confidence. In such cases it may be appropriate to adjust total mileage accrual rather than vehicle population. It is also possible to derive a modified VMT forecast from adjustments to both variables in EMFAC2002. Planning agencies are encouraged to present alternative approaches for consideration in the interagency consultation process.

Recommendations

1. ARB recommends that the EMFAC2002 default estimates of vehicle trips, based on starts per day, be used for SIP development and conformity purposes. Model defaults for trips may be factored to account for trip reduction scenarios, but should not be replaced with estimates that do not account for all vehicle starts. Alternative approaches, such as the factoring of travel demand model trip outputs for appropriate classes to account for additional starts, may be considered through interagency consultation.

2. We recommend continuation of current practices for input of latest speed distributions for SIPs and conformity assessments. Travel from intrazonal trips should be assigned to the appropriate speed bin based on the speed assigned to that travel in the travel demand model.

3. To fully reflect the impacts of modified VMT forecasts on all emissions processes, in the calculation of SIP emissions budgets, and in the assessment of conformity with those budgets, vehicle population should be adjusted in EMFAC2002 proportional to the estimated VMT change. Local circumstances may alternatively support adjustment of mileage accrual rates, subject to interagency consultation.

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[3] After adjusting VMT through use of the population variable in the WIS function of EMFAC, a user who desires to match VMT even more exactly (to the mile instead of the tens of miles) can then adjust VMT in the WIS without disturbing the population adjustment. This is unlikely to have a discernible impact on emissions, however.

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APPENDIX A – 39

2013 TIP Detail

Fund Code Description

2013 TIP
Fund Code Description

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
1064-T2-FERRY-D	Section 1064 - TEA21 - Ferry Boat Discretionary	1064	FEDERAL	TEA21
1064-T3-FERRY-D	Section 1064 - SAFETEA-LU - Ferry Boat Discretionary	1064	FEDERAL	SAFETEA-LU
1064-T3-FERRY-D-UPP	Section 1064 - SAFETEA-LU - Ferry Boat Discretionary - Urban Partnership Program	1064	FEDERAL	SAFETEA-LU
5208-T2-ITS	Section 5208 - TEA21 - Intelligent Transportation System	5208	FEDERAL	TEA21
5303-T3-MP	Metropolitan Planning Program - SAFETEA-LU	5303	FEDERAL	SAFETEA-LU
5307-ARRA-SFO	Urbanized Area Formula Program - ARRA - San Francisco/Oakland Share	5307	FEDERAL	ARRA
5307-T2-CAP-ANT	Urbanized Area Formula Program - TEA21 - Capital - Antioch Share	5307	FEDERAL	TEA21
5307-T2-CAP-VAC	Urbanized Area Formula Program - TEA21 - Capital - Vacaville Share	5307	FEDERAL	TEA21
5307-T2-ENH-SJO	Urbanized Area Formula Program - TEA21 - Transit Enhancements - San Jose Share	5307	FEDERAL	TEA21
5307-T2-OP-FAI	Urbanized Area Formula Program - TEA21 - Operating - Fairfield Share	5307	FEDERAL	TEA21
5307-T2-OP-NAP	Urbanized Area Formula Program - TEA21 - Operating - Napa Share	5307	FEDERAL	TEA21
5307-T3-CAP	Urbanized Area Formula Program - SAFETEA-LU - Capital	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-ANT	Urbanized Area Formula Program - SAFETEA-LU - Capital - Antioch Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-CON	Urbanized Area Formula Program - SAFETEA-LU - Capital - Concord Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-FAI	Urbanized Area Formula Program - SAFETEA-LU - Capital - Fairfield Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-GMH	Urbanized Area Formula Program - SAFETEA-LU - Capital - Gilroy/Morgan Hill Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-LIV	Urbanized Area Formula Program - SAFETEA-LU - Capital - Livermore Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-NAP	Urbanized Area Formula Program - SAFETEA-LU - Capital - Napa Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-PET	Urbanized Area Formula Program - SAFETEA-LU - Capital - Petaluma Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-SFO	Urbanized Area Formula Program - SAFETEA-LU - Capital - San Francisco/Oakland Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-SJO	Urbanized Area Formula Program - SAFETEA-LU - Capital - San Jose Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-SR	Urbanized Area Formula Program - SAFETEA-LU - Capital - Santa Rosa Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-VAC	Urbanized Area Formula Program - SAFETEA-LU - Capital - Vacaville Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-VAL	Urbanized Area Formula Program - SAFETEA-LU - Capital - Vallejo Share	5307	FEDERAL	SAFETEA-LU

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5307-T3-ENH-ANT	Urbanized Area Formula Program - SAFETEA-LU - Transit Enhancements - Antioch Share	5307	FEDERAL	SAFETEA-LU
5307-T3-ENH-CON	Urbanized Area Formula Program - SAFETEA-LU - Transit Enhancements - Concord Share	5307	FEDERAL	SAFETEA-LU
5307-T3-ENH-SFO	Urbanized Area Formula Program - SAFETEA-LU - Transit Enhancements - San Francisco/Oakland Share	5307	FEDERAL	SAFETEA-LU
5307-T3-ENH-SJO	Urbanized Area Formula Program - SAFETEA-LU - Transit Enhancements - San Jose Share	5307	FEDERAL	SAFETEA-LU
5307-T3-ENH-SR	Urbanized Area Formula Program - SAFETEA-LU - Transit Enhancements - Santa Rosa Share	5307	FEDERAL	SAFETEA-LU
5307-T3-OP-CON	Urbanized Area Formula Program - SAFETEA-LU - Operating - Concord Share	5307	FEDERAL	SAFETEA-LU
5307-T3-OP-FAI	Urbanized Area Formula Program - SAFETEA-LU - Operating - Fairfield Share	5307	FEDERAL	SAFETEA-LU
5307-T3-OP-NAP	Urbanized Area Formula Program - SAFETEA-LU - Operating - Napa Share	5307	FEDERAL	SAFETEA-LU
5307-T3-OP-SFO	Urbanized Area Formula Program - SAFETEA-LU - Operating - San Francisco/Oakland Share	5307	FEDERAL	SAFETEA-LU
5307-T3-OP-SR	Urbanized Area Formula Program - SAFETEA-LU - Operating - Santa Rosa Share	5307	FEDERAL	SAFETEA-LU
5307-T3-OP-VAC	Urbanized Area Formula Program - SAFETEA-LU - Operating - Vacaville Share	5307	FEDERAL	SAFETEA-LU
5307-T3-OP-VAL	Urbanized Area Formula Program - SAFETEA-LU - Operating - Vallejo Share	5307	FEDERAL	SAFETEA-LU
5307-T4-10-CAP-ANT	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Antioch Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-CON	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Concord Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-FAI	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Fairfield Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-GMH	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Gilroy/Morgan Hill Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-LIV	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Livermore Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-NAP	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Napa Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-PET	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Petaluma Share	5307	FEDERAL	SAFETEA-LU Extension

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5307-T4-10-CAP-SFO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - San Francisco/Oakland Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-SJO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - San Jose Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-SRO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Santa Rosa Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-VAC	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Vacaville Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-VAL	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Vallejo Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-ANT	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Antioch Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-CON	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Concord Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-FAI	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Fairfield Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-GMH	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Gilroy/Morgan Hill Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-LIV	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Livermore Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-NAP	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Napa Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-PET	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Petaluma Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-SFO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - San Francisco/Oakland Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-SJO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - San Jose Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-SRO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Santa Rosa Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-VAC	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Vacaville Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-VAL	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Vallejo Share	5307	FEDERAL	SAFETEA-LU Extension

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5307-T4-12-CAP-ANT	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Antioch Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-CON	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Concord Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-FAI	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Fairfield Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-GMH	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Gilroy/Morgan Hill Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-LIV	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Livermore Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-NAP	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Napa Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-PET	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Petaluma Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-SFO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - San Francisco/Oakland Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-SJO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - San Jose Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-SRO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Santa Rosa Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-VAC	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Vacaville Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-VAL	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Vallejo Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-13-CAP-ANT	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Antioch Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-CON	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Concord Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-FAI	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Fairfield Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-GMH	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Gilroy/Morgan Hill Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-LIV	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Livermore Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-NAP	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Napa Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-PET	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Petaluma Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-SFO	Urbanized Area Formula Program - MAP21 - 2013 - Capital - San Francisco/Oakland Share	5307	FEDERAL	MAP21

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5307-T4-13-CAP-SJO	Urbanized Area Formula Program - MAP21 - 2013 - Capital - San Jose Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-SRO	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Santa Rosa Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-VAC	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Vacaville Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-VAL	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Vallejo Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-ANT	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Antioch Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-CON	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Concord Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-FAI	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Fairfield Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-GMH	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Gilroy/Morgan Hill Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-LIV	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Livermore Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-NAP	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Napa Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-PET	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Petaluma Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-SFO	Urbanized Area Formula Program - MAP21 - 2014 - Capital - San Francisco/Oakland Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-SJO	Urbanized Area Formula Program - MAP21 - 2014 - Capital - San Jose Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-SRO	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Santa Rosa Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-VAC	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Vacaville Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-VAL	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Vallejo Share	5307	FEDERAL	MAP21
5308-T3-CFGP	Clean Fuels Grant Program - SAFETEA-LU	5308	FEDERAL	SAFETEA-LU
5309-T2-FG-ANT	Fixed Guideway Formula - TEA21 - Antioch Share	5309	FEDERAL	TEA21
5309-T2-FG-CON	Fixed Guideway Formula - TEA21 - Concord Share	5309	FEDERAL	TEA21
5309-T3-BUS	Bus Earmark - formerly Section 3 - SAFETEA-LU	5309	FEDERAL	SAFETEA-LU
5309-T3-FG-ANT	Fixed Guideway Formula - SAFETEA-LU - Antioch Share	5309	FEDERAL	SAFETEA-LU
5309-T3-FG-CON	Fixed Guideway Formula - SAFETEA-LU - Concord Share	5309	FEDERAL	SAFETEA-LU
5309-T3-FG-SFO	Fixed Guideway Formula - SAFETEA-LU - San Francisco/Oakland Share	5309	FEDERAL	SAFETEA-LU
5309-T3-FG-SJO	Fixed Guideway Formula - SAFETEA-LU - San Jose Share	5309	FEDERAL	SAFETEA-LU
5309-T3-NRS	New Rail Starts Discretionary - SAFETEA-LU	5309	FEDERAL	SAFETEA-LU
5309-T3-SS	Small Starts Discretionary - SAFETEA-LU	5309	FEDERAL	SAFETEA-LU
5309-T3-UPP	Fixed Guideway Formula - SAFETEA-LU - Urban Partnership Program	5309	FEDERAL	SAFETEA-LU

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5309-T4-10-BUS	Bus Earmark - formerly Section 3 - SAFETEA-LU Extension - 2010	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-10-FG-ANT	Fixed Guideway Formula - SAFETEA-LU Extension - 2010 - Antioch Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-10-FG-CON	Fixed Guideway Formula - SAFETEA-LU Extension - 2010 - Concord Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-10-FG-SFO	Fixed Guideway Formula - SAFETEA-LU Extension - 2010 - San Francisco/Oakland Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-10-FG-SJO	Fixed Guideway Formula - SAFETEA-LU Extension - 2010 - San Jose Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-11-BUS	Bus Earmark - formerly Section 3 - SAFETEA-LU Extension - 2011	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-11-FG-ANT	Fixed Guideway Formula - SAFETEA-LU Extension - 2011 - Antioch Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-11-FG-CON	Fixed Guideway Formula - SAFETEA-LU Extension - 2011 - Concord Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-11-FG-SFO	Fixed Guideway Formula - SAFETEA-LU Extension - 2011 - San Francisco/Oakland Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-11-FG-SJO	Fixed Guideway Formula - SAFETEA-LU Extension - 2011 - San Jose Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-12-BUS	Bus Earmark - formerly Section 3 - SAFETEA-LU Extension - 2012	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-12-FG-ANT	Fixed Guideway Formula - SAFETEA-LU Extension - 2012 - Antioch Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-12-FG-CON	Fixed Guideway Formula - SAFETEA-LU Extension - 2012 - Concord Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-12-FG-SFO	Fixed Guideway Formula - SAFETEA-LU Extension - 2012 - San Francisco/Oakland Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-12-FG-SJO	Fixed Guideway Formula - SAFETEA-LU Extension - 2012 - San Jose Share	5309	FEDERAL	SAFETEA-LU Extension
5310-T3-EPD	Elderly and Persons with Disabilities Program - SAFETEA-LU	5310	FEDERAL	SAFETEA-LU
5311F-T3-NON	Non-Urbanized Area Formula Program - Intercity Bus - SAFETEA-LU	5311F	FEDERAL	SAFETEA-LU
5311-T3-NON	Non-Urbanized Area Formula Program - SAFETEA-LU	5311	FEDERAL	SAFETEA-LU
5312-T4-10-FED-DISC	National Research and Technology Discretionary Program - SAFETEA-LU Extension - 2010	5312	FEDERAL	SAFETEA-LU Extension
5316-T3-JARC	Job Access and Reverse Commute - SAFETEA-LU	5316	FEDERAL	SAFETEA-LU
5316-T3-JARC-ANT	Job Access and Reverse Commute - SAFETEA-LU - Antioch Share	5316	FEDERAL	SAFETEA-LU
5316-T3-JARC-CON	Job Access and Reverse Commute - SAFETEA-LU - Concord Share	5316	FEDERAL	SAFETEA-LU
5316-T3-JARC-PET	Job Access and Reverse Commute - SAFETEA-LU - Petaluma Share	5316	FEDERAL	SAFETEA-LU
5316-T3-JARC-REG	Job Access and Reverse Commute - SAFETEA-LU - Regional Share	5316	FEDERAL	SAFETEA-LU

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5316-T3-JARC-SFO	Job Access and Reverse Commute - SAFETEA-LU - San Francisco/Oakland Share	5316	FEDERAL	SAFETEA-LU
5316-T3-JARC-SJO	Job Access and Reverse Commute - SAFETEA-LU - San Jose Share	5316	FEDERAL	SAFETEA-LU
5316-T3-JARC-SR	Job Access and Reverse Commute - SAFETEA-LU - Santa Rosa Share	5316	FEDERAL	SAFETEA-LU
5316-T3-JARC-VAL	Job Access and Reverse Commute - SAFETEA-LU - Vallejo Share	5316	FEDERAL	SAFETEA-LU
5317-T3-NFP	New Freedom Program - SAFETEA-LU	5317	FEDERAL	SAFETEA-LU
5317-T3-NFP-ANT	New Freedom Program - SAFETEA-LU - Antioch Share	5317	FEDERAL	SAFETEA-LU
5317-T3-NFP-CON	New Freedom Program - SAFETEA-LU - Concord Share	5317	FEDERAL	SAFETEA-LU
5317-T3-NFP-LIV	New Freedom Program - SAFETEA-LU - Livermore Share	5317	FEDERAL	SAFETEA-LU
5317-T3-NFP-SFO	New Freedom Program - SAFETEA-LU - San Francisco/Oakland Share	5317	FEDERAL	SAFETEA-LU
5317-T3-NFP-SJO	New Freedom Program - SAFETEA-LU - San Jose Share	5317	FEDERAL	SAFETEA-LU
5317-T3-NFP-SR	New Freedom Program - SAFETEA-LU - Santa Rosa Share	5317	FEDERAL	SAFETEA-LU
5317-T3-NFP-VAL	New Freedom Program - SAFETEA-LU - Vallejo Share	5317	FEDERAL	SAFETEA-LU
5337-T4-13-FG-ANT	State of Good Repair Program - MAP21 - 2013 - High-Intensity Fixed Guideway - Antioch Share	5337	FEDERAL	MAP21
5337-T4-13-FG-CON	State of Good Repair Program - MAP21 - 2013 - High-Intensity Fixed Guideway - Concord Share	5337	FEDERAL	MAP21
5337-T4-13-FG-SFO	State of Good Repair Program - MAP21 - 2013 - High-Intensity Fixed Guideway - San Francisco/Oakland Share	5337	FEDERAL	MAP21
5337-T4-13-FG-SJO	State of Good Repair Program - MAP21 - 2013 - High-Intensity Fixed Guideway - San Jose Share	5337	FEDERAL	MAP21
5337-T4-13-HIM-ANT	State of Good Repair Program - MAP21 - 2013 - High-Intensity Motorbus - Antioch Share	5337	FEDERAL	MAP21
5337-T4-13-HIM-CON	State of Good Repair Program - MAP21 - 2013 - High-Intensity Motorbus - Concord Share	5337	FEDERAL	MAP21
5337-T4-13-HIM-SJO	State of Good Repair Program - MAP21 - 2013 - High-Intensity Motorbus - San Jose Share	5337	FEDERAL	MAP21
5337-T4-14-FG-ANT	State of Good Repair Program - MAP21 - 2014 - High-Intensity Fixed Guideway - Antioch Share	5337	FEDERAL	MAP21
5337-T4-14-FG-CON	State of Good Repair Program - MAP21 - 2014 - High-Intensity Fixed Guideway - Concord Share	5337	FEDERAL	MAP21

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5337-T4-14-FG-SFO	State of Good Repair Program - MAP21 - 2014 - High-Intensity Fixed Guideway - San Francisco/Oakland Share	5337	FEDERAL	MAP21
5337-T4-14-FG-SJO	State of Good Repair Program - MAP21 - 2014 - High-Intensity Fixed Guideway - San Jose Share	5337	FEDERAL	MAP21
5337-T4-14-HIM-ANT	State of Good Repair Program - MAP21 - 2014 - High-Intensity Motorbus - Antioch Share	5337	FEDERAL	MAP21
5337-T4-14-HIM-CON	State of Good Repair Program - MAP21 - 2014 - High-Intensity Motorbus - Concord Share	5337	FEDERAL	MAP21
5337-T4-14-HIM-SFO	State of Good Repair Program - MAP21 - 2014 - High-Intensity Motorbus - San Francisco/Oakland Share	5337	FEDERAL	MAP21
5337-T4-14-HIM-SJO	State of Good Repair Program - MAP21 - 2014 - High-Intensity Motorbus - San Jose Share	5337	FEDERAL	MAP21
5339-T3	Alternatives Analysis Program - SAFETEA-LU	5339	FEDERAL	SAFETEA-LU
5339-T4-13-ANT	Bus and Bus Facilities Formula Program - MAP21 - 2013 - Antioch Share	5339	FEDERAL	MAP21
5339-T4-13-CON	Bus and Bus Facilities Formula Program - MAP21 - 2013 - Concord Share	5339	FEDERAL	MAP21
5339-T4-13-GMH	Bus and Bus Facilities Formula Program - MAP21 - 2013 - Gilroy/Morgan Hill Share	5339	FEDERAL	MAP21
5339-T4-13-NAP	Bus and Bus Facilities Formula Program - MAP21 - 2013 - Napa Share	5339	FEDERAL	MAP21
5339-T4-13-PET	Bus and Bus Facilities Formula Program - MAP21 - 2013 - Petaluma Share	5339	FEDERAL	MAP21
5339-T4-13-SFO	Bus and Bus Facilities Formula Program - MAP21 - 2013 - San Francisco/Oakland Share	5339	FEDERAL	MAP21
5339-T4-13-SJO	Bus and Bus Facilities Formula Program - MAP21 - 2013 - San Jose Share	5339	FEDERAL	MAP21
5339-T4-13-SRO	Bus and Bus Facilities Formula Program - MAP21 - 2013 - Santa Rosa Share	5339	FEDERAL	MAP21
5339-T4-13-VAC	Bus and Bus Facilities Formula Program - MAP21 - 2013 - Vacaville Share	5339	FEDERAL	MAP21
5339-T4-13-VAL	Bus and Bus Facilities Formula Program - MAP21 - 2013 - Vallejo Share	5339	FEDERAL	MAP21
5339-T4-14-ANT	Bus and Bus Facilities Formula Program - MAP21 - 2014 - Antioch Share	5339	FEDERAL	MAP21
5339-T4-14-CON	Bus and Bus Facilities Formula Program - MAP21 - 2014 - Concord Share	5339	FEDERAL	MAP21
5339-T4-14-FAI	Bus and Bus Facilities Formula Program - MAP21 - 2014 - Fairfield Share	5339	FEDERAL	MAP21
5339-T4-14-GMH	Bus and Bus Facilities Formula Program - MAP21 - 2014 - Gilroy/Morgan Hill Share	5339	FEDERAL	MAP21
5339-T4-14-NAP	Bus and Bus Facilities Formula Program - MAP21 - 2014 - Napa Share	5339	FEDERAL	MAP21
5339-T4-14-PET	Bus and Bus Facilities Formula Program - MAP21 - 2014 - Petaluma Share	5339	FEDERAL	MAP21

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5339-T4-14-SFO	Bus and Bus Facilities Formula Program - MAP21 - 2014 - San Francisco/Oakland Share	5339	FEDERAL	MAP21
5339-T4-14-SJO	Bus and Bus Facilities Formula Program - MAP21 - 2014 - San Jose Share	5339	FEDERAL	MAP21
5339-T4-14-SRO	Bus and Bus Facilities Formula Program - MAP21 - 2014 - Santa Rosa Share	5339	FEDERAL	MAP21
AB1171-AB144	AB1171 and AB144	AB1171-AB144	STATE	STATE
AC-LOCAL	Advance Construction - Local Funds	AC	LOCAL	LOCAL
AC-STATE-SHOPP	SHOPP Advance Construction	AC	STATE	STATE
BR-SEISMIC-LOC	Bridge Seismic Local	LOCAL	LOCAL	LOCAL
BT-664	Bridge Toll - AB664	BT	REGIONAL	AB644
BTA	Bridge Toll Account	BTA	STATE	STATE
BT-RM1-2%-NBG	Bridge Toll - Regional Measure 1 - 2% - Northern Bridge Group	BT	REGIONAL	Regional Measure 1
BT-RM1-2%-SBG	Bridge Toll - Regional Measure 1 - 2% - Southern Bridge Group	BT	REGIONAL	Regional Measure 1
BT-RM1-BR	Bridge Toll - Regional Measure 1 - Bridge	BT	REGIONAL	Regional Measure 1
BT-RM1-TR	Bridge Toll - Regional Measure 1 - Transit	BT	REGIONAL	Regional Measure 1
BT-RM2-CAP	Bridge Toll - Regional Measure 2 - Capital	BT	REGIONAL	Regional Measure 2
BT-RM2-LOC	Bridge Toll - Regional Measure 2 - Local	BT	REGIONAL	Regional Measure 2
BT-RM2-OP	Bridge Toll - Regional Measure 2 - Operating	BT	REGIONAL	Regional Measure 2
CARB	California Air Resources Board	CARB	STATE	STATE
CMAQ-T2-FY00-CM	CMAQ - TEA21 - 2000 - Corridor Management	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY00-RAB	CMAQ - TEA21 - 2000 - RABA	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY00-RE	CMAQ - TEA21 - 2000 - Maintenance/Rehab	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY00-RT	CMAQ - TEA21 - 2000 - Regional Transit	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY02-TLC	CMAQ - TEA21 - 2002 - Transportation for Livable Communities	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY99-CSCM	CMAQ - TEA21 - 1999 - Customer Service/Corridor Management	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY99-TLC	CMAQ - TEA21 - 1999 - Transportation for Livable Communities	CMAQ	FEDERAL	TEA21
CMAQ-T3-1-AQ	CMAQ - SAFETEA-LU - Cycle 1 - Air Quality Strategies	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-1-AQ-SWAP	CMAQ - SAFETEA-LU - Cycle 1 - Air Quality Strategies - Funding exchange	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-1-RO	CMAQ - SAFETEA-LU - Cycle 1 - Regional Operations	CMAQ	FEDERAL	SAFETEA-LU

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
CMAQ-T3-1-TROC-LIFE	CMAQ - SAFETEA-LU - Cycle 1 - Transportation Revitalizing Our Communities - Lifeline Transportation Program	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-2-AQ	CMAQ - SAFETEA-LU - Cycle 2 - Air Quality Strategies	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-2-RBP-REG	CMAQ - SAFETEA-LU - Cycle 2 - Regional Bicycle/Pedestrian - Regional	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-2-TLC-HIP	CMAQ - SAFETEA-LU - Cycle 2 - Transportation for Livable Communities - Housing Incentive Program	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-2-TLC-REG	CMAQ - SAFETEA-LU - Cycle 2 - Transportation for Livable Communities - Regional	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-2-TROC-LIFE	CMAQ - SAFETEA-LU - Cycle 2 - Transportation Revitalizing Our Communities - Lifeline Tramsportation Program	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-3-AQ	CMAQ - SAFETEA-LU - Cycle 3 - Air Quality Strategies	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-3-AQ-SOL	CMAQ - SAFETEA-LU - Cycle 3 - Air Quality - Eastern Solano	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-3B-3434	CMAQ - SAFETEA-LU - Cycle 3 Bonus - 3434 Transit Expansion	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-3B-SYS-SFTY-SWAP	CMAQ - SAFETEA-LU - Cycle 3 Bonus - Swap	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-3-RBP-CO	CMAQ - SAFETEA-LU - Cycle 3 - Regional Bicycle/Pedestrian - County Discretion	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-3-RO	CMAQ - SAFETEA-LU - Cycle 3 - Regional Operations	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-3-TLC-CO	CMAQ - SAFETEA-LU - Cycle 3 - Transportation for Livable Communities - County Discretion	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-3-TLC-HIP	CMAQ - SAFETEA-LU - Cycle 3 - Transportation for Livable Communities - Housing Incentive Program	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-3-TLC-REG	CMAQ - SAFETEA-LU - Cycle 3 - Transportation for Livable Communities - Regional	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T4-1-CCI	CMAQ - SAFETEA-LU Extension - Cycle 1 - Climate Change Initiative	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-CCI	CMAQ - MAP21 - Cycle 1 - Climate Change Initiative	CMAQ	FEDERAL	MAP21
CMAQ-T4-1-CCI-SOL	CMAQ - SAFETEA-LU Extension - Cycle 1 - Climate Change Initiative - Eastern Solano CMAQ	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-FPI	CMAQ - SAFETEA-LU Extension - Cycle 1 - Freeway Performance Initiative	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-LIFE	CMAQ - MAP21 - Cycle 1 - Lifeline Transportation Program	CMAQ	FEDERAL	MAP21

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
CMAQ-T4-1-RBP-CO	CMAQ - SAFETEA-LU Extension - Cycle 1 - Regional Bicycle Program - County Discretionary	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-RBP-CO	CMAQ - MAP21 - Cycle 1 - Regional Bicycle Program - County Discretionary	CMAQ	FEDERAL	MAP21
CMAQ-T4-1-RO	CMAQ - SAFETEA-LU Extension - Cycle 1 - Regional Operations	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-RSI	CMAQ - MAP21 - Cycle 1 - Regional Strategic Initiatives	CMAQ	FEDERAL	MAP21
CMAQ-T4-1-RSRTS-CO	CMAQ - SAFETEA-LU Extension - Cycle 1 - Regional Safe Routes to School - County Discretionary	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-RSRTS-CO	CMAQ - MAP21 - Cycle 1 - Regional Safe Routes to School - County Discretionary	CMAQ	FEDERAL	MAP21
CMAQ-T4-1-RSRTS-REG	CMAQ - SAFETEA-LU Extension - Cycle 1 - Regional Safe Routes to School - Regional Competitive	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-TLC-CO	CMAQ - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - County Discretion	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-TLC-CO	CMAQ - MAP21 - Cycle 1 -Transportation for Livable Communities - County Discretion	CMAQ	FEDERAL	MAP21
CMAQ-T4-1-TLC-REG	CMAQ - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - Regional Competitive	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-TLC-REG	CMAQ - MAP21 - Cycle 1 -Transportation for Livable Communities - Regional Competitive	CMAQ	FEDERAL	MAP21
CMAQ-T4-1-TLC-REG-EXCH	CMAQ - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - Regional Competitive - Exchange	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-2-CIP-REG	CMAQ - MAP21 - Cycle 2 - Climate Initiatives Program	CMAQ	FEDERAL	MAP21
CMAQ-T4-2-FPI-REG	CMAQ - SAFETEA-LU Extension - Cycle 2 - Freeway Performance Initiative	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-2-FPI-REG	CMAQ - MAP21 - Cycle 2 - Freeway Performance Initiative	CMAQ	FEDERAL	MAP21
CMAQ-T4-2-OBAG	CMAQ - MAP21 - Cycle 2 - One Bay Area Grant Program	CMAQ	FEDERAL	MAP21
CMAQ-T4-2-RO-REG	CMAQ - SAFETEA-LU Extension - Cycle 2 - Regional Operations	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-2-RO-REG	CMAQ - MAP21 - Cycle 2 - Regional Operations	CMAQ	FEDERAL	MAP21
CMAQ-T4-2-RSRTS-REG	CMAQ - SAFETEA-LU Extension - Cycle 2 - Regional Safe Routes to School - Regional Competitive	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-2-RSRTS-REG	CMAQ - MAP21 - Cycle 2 - Regional Safe Routes to School - Regional Competitive	CMAQ	FEDERAL	MAP21
CMAQ-T4-2-TPI-REG	CMAQ - SAFETEA-LU Extension - Cycle 2 - Transit Performance Initiative - Regional Competitive	CMAQ	FEDERAL	SAFETEA-LU Extension

2013 TIP
Fund Code Description (cont.)

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
CMAQ-T4-2-TPI-REG	CMAQ - MAP21 - Cycle 2 - Transit Performance Initiative - Regional Competitive	CMAQ	FEDERAL	MAP21
DBR-T2-RPL	Discretionary Bridge Program - TEA21 - Replacement	DBR	STATE	TEA21
DBR-T2-SR	Discretionary Bridge Program - TEA21 - Seismic Retrofit	DBR	STATE	TEA21
EARMARK-T2-DEMO	Earmark - TEA21 - Demonstration	EARMARK	FEDERAL	TEA21
EARMARK-T2-HP	Earmark - TEA21 - High Priority	EARMARK	FEDERAL	TEA21
EARMARK-T2-STP112	Earmark - TEA21 - Surface Transportation Program Section 112	EARMARK	FEDERAL	TEA21
EARMARK-T2-STP115	Earmark - TEA21 - Surface Transportation Program Section 115	EARMARK	FEDERAL	TEA21
EARMARK-T3-05-STP	Earmark - SAFETEA-LU - 2005 Federal Appropriation - FHWA Earmark	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-06-STP	Earmark - SAFETEA-LU - 2006 Federal Appropriation - Surface Transportation Priorities	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-08-STP	Earmark - SAFETEA-LU - 2008 Federal Appropriation - FHWA Earmark - STP	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-08-TCSP	Earmark - SAFETEA-LU - 2008 Federal Appropriation - FHWA Earmark - TCSP	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-09-IM	Earmark - SAFETEA-LU - 2009 Federal Appropriation - FHWA Earmark - IM	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-09-TCSP	Earmark - SAFETEA-LU - 2009 Federal Appropriation FHWA Earmark - TCSP	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-10-IM	Earmark - SAFETEA-LU - 2010 Federal Appropriation FHWA Earmark - IM	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-10-STP	Earmark - SAFETEA-LU - 2010 Federal Appropriation - FHWA Earmark - STP	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-10-TCSP	Earmark - SAFETEA-LU - 2010 Federal Appropriation FHWA Earmark - TCSP	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-HBP	Earmark - SAFETEA-LU - Highway Bridge Program	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-HPP	Earmark - SAFETEA-LU - High Priority Project	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-HPP-1767	Earmark - SAFETEA-LU - High Priority Project - Project # 1767	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-HPP-2444	Earmark - SAFETEA-LU - High Priority Project - Project # 2444	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-HPP-3762	Earmark - SAFETEA-LU - High Priority Project - Project # 3762	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-HPP-3763	Earmark - SAFETEA-LU - High Priority Project - Project # 3763	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-MFI	Earmark - SAFETEA-LU - Multimodal Facility Improvements	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-NMTPP	Earmark - SAFETEA-LU - Non-Motorized Transportation Pilot Program	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-PNRS	Earmark - SAFETEA-LU - Projects of National and Regional Significance	EARMARK	FEDERAL	SAFETEA-LU

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
EARMARK-T3-STP115	Earmark - SAFETEA-LU - Surface Transportation Program Section 115	EARMARK	FEDERAL	SAFETEA-LU
EARMARK-T3-TI	Earmark - SAFETEA-LU - Transportation Improvements	EARMARK	FEDERAL	SAFETEA-LU
ECCRFA	Eastern Contra Costa Regional Fee and Financing Authority	ECCRFA	LOCAL	LOCAL
EDA-T2	Economic Development Grant Act - TEA21	EDA	FEDERAL	TEA21
ERS-T2	Emergency Relief State - TEA21	ERS	FEDERAL	TEA21
ER-T2	Emergency Relief - TEA21	ER	FEDERAL	TEA21
FARE REVENUE	Transit Fare Revenue	OTHER LOCAL	LOCAL	LOCAL
FED-DISC-T4-11-IMD	Federal Discretionary - SAFETEA-LU Extension - 2011 - Interstate Maintenance	FED-DISC	FEDERAL	SAFETEA-LU Extension
FED-DISC-T4-12-HSR	Federal Discretionary - SAFETEA-LU Extension - 2012 - High-Speed Rail	FED-DISC	FEDERAL	SAFETEA-LU Extension
FEMA-T3	Federal Emergency Management Agency - SAFETEA-LU	FEMA	FEDERAL	SAFETEA-LU
FLHP-T2-PLH	Federal Lands Highway Program - TEA21 - Public Lands Highway	FLHP	FEDERAL	TEA21
FLHP-T3	Federal Lands Highway Program - SAFETEA-LU	FLHP	FEDERAL	SAFETEA-LU
FLHP-T3-PLH	Federal Lands Highway Program - SAFETEA-LU - Public Lands Highway	FLHP	FEDERAL	SAFETEA-LU
FLHP-T3-PLH-UPP	Federal Lands Highway Program - SAFETEA-LU - Public Lands Highway - Urban Partnership Program	FLHP	FEDERAL	SAFETEA-LU
GENERAL FUND	General Fund Revenue	GENERAL FUND	LOCAL	LOCAL
GFSTIP-T2-FY98-GF-F/ST	GrandFathered State Transportation Improvement Program - TEA21 - 1998 - Federal/State	GFSTIP	FEDERAL/STATE	TEA21
GFSTIP-T2-FY98-GF-NHS	GrandFathered State Transportation Improvement Program - TEA21 - 1998 - National Highway System with State Match	GFSTIP	FEDERAL/STATE	TEA21
HBP-T3-L	Highway Bridge Program - SAFETEA-LU - Local Bridge	HBP	FEDERAL	TEA21
HBP-T4-L	Highway Bridge Program - SAFETEA-LU Extension - Local Bridge	HBP	FEDERAL	SAFETEA-LU Extension
HBP-T4-L	Highway Bridge Program - MAP21 - Local Bridge	HBP	FEDERAL	MAP21
HBRR	Highway Bridge Replacement And Rehabilitation	HBRR	FEDERAL	TEA21
HBRR-S	Highway Bridge Replacement And Rehabilitation - State Bridge	HBRR-S	FEDERAL	TEA21
HRRR-T3-1	High Risk Rural Roads - SAFETEA-LU - Cycle 1	HRRR	FEDERAL	SAFETEA-LU
HRRR-T3-2	High Risk Rural Roads - SAFETEA-LU - Cycle 2	HRRR	FEDERAL	SAFETEA-LU
HRRR-T3-3	High Risk Rural Roads - SAFETEA-LU - Cycle 3	HRRR	FEDERAL	SAFETEA-LU
HSIP-T3-1	Highway Safety Improvement Program - SAFETEA-LU - Cycle 1	HSIP	FEDERAL	SAFETEA-LU

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
HSIP-T3-2	Highway Safety Improvement Program - SAFETEA-LU - Cycle 2	HSIP	FEDERAL	SAFETEA-LU
HSIP-T4-3	Highway Safety Improvement Program - SAFETEA-LU Extension - Cycle 3	HSIP	FEDERAL	SAFETEA-LU Extension
HSIP-T4-4	Highway Safety Improvement Program - SAFETEA-LU Extension - Cycle 4	HSIP	FEDERAL	SAFETEA-LU Extension
HSIP-T4-4	Highway Safety Improvement Program - MAP21 - Cycle 4	HSIP	FEDERAL	SAFETEA-LU Extension
HSIP-T4-5	Highway Safety Improvement Program - SAFETEA-LU Extension - Cycle 5	HSIP	FEDERAL	SAFETEA-LU Extension
HSIP-T4-5	Highway Safety Improvement Program - MAP21 - Cycle 5	HSIP	FEDERAL	MAP21
IBRC	Innovative Bridge Research and Construction	IBRC	FEDERAL	TEA21
IIP-T2-00-F/ST	Interregional Improvement Program - TEA21 - 2000 STIP - Federal/State	IIP	FEDERAL/STATE	TEA21
IIP-T2-00-ST	Interregional Improvement Program - TEA21 - 2000 STIP - State	IIP	STATE	TEA21
IIP-T2-02-F/ST	Interregional Improvement Program - TEA21 - 2002 STIP - Federal/State	IIP	FEDERAL/STATE	TEA21
IIP-T2-02-ST	Interregional Improvement Program - TEA21 - 2000 STIP - State	IIP	STATE	TEA21
IIP-T2-FY98-F/ST	Interregional Improvement Program - TEA21 - 1998 STIP - Federal/State	IIP	FEDERAL/STATE	TEA21
IIP-T2-FY98-ST	Interregional Improvement Program - TEA21 - 1998 STIP - State	IIP	STATE	TEA21
IIP-T3-04-ST	Interregional Improvement Program - SAFETEA-LU - 2004 STIP - State	IIP	STATE	SAFETEA-LU
IIP-T3-06A-PTA	Interregional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - Public Transportation Account	IIP	STATE	SAFETEA-LU
IIP-T3-06A-ST	Interregional Improvement Program - SAFETEA-LU - 2006 Augmentation - State	IIP	STATE	SAFETEA-LU
IIP-T3-08-ST	Interregional Improvement Program - SAFETEA-LU - 2008 STIP - State	IIP	STATE	SAFETEA-LU
IIP-T4-12-FED	Interregional Improvement Program - SAFETEA-LU Extension - 2012 STIP - Federal	IIP	FEDERAL	SAFETEA-LU Extension
IIP-TE-T2-F/ST	Interregional Improvement Program - Transportation Enhancement - TEA21 - Federal/State	IIP-TE	FEDERAL/STATE	TEA21
IIP-TE-T4-10-F/ST	Interregional Improvement Program - Transportation Enhancement - SAFETEA-LU Extension - 2010 STIP - Federal/State	IIP-TE	FEDERAL/STATE	SAFETEA-LU Extension
IIP-TE-T4-12-FED	Interregional Improvement Program - Transportation Enhancement - SAFETEA-LU Extension - 2012 STIP - Federal	IIP-TE	FEDERAL	SAFETEA-LU Extension
LBSRA-T3	Local Bridge Seismic Retrofit Account	BR-SEISMIC	STATE	Prop 1B
LOCAL GAS	Local Gas Tax Funds	OTHER LOCAL	LOCAL	LOCAL
MTC-REG-EXCH	MTC - Regional - Funding Exchange	MTC	REGIONAL	REGIONAL

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
NFCB	National Fuel Cell Bus	NFCB	FEDERAL	SAFETEA-LU
NHS-GARVEE	National Highway System - Grant Anticipation Revenue Vehicle - Bond	NHS-GARVEE	FEDERAL	TEA21
OPFUNDS	Operating Funds	OTHER LOCAL	LOCAL	LOCAL
OTHER FED	Other Federal Funds	OTHER FEDERAL	FEDERAL	SAFETEA-LU
OTHER FED	Other Federal Funds	OTHER FEDERAL	FEDERAL	SAFETEA-LU Extension
OTHER FED	Other Federal Funds	OTHER FEDERAL	FEDERAL	MAP21
OTHER FEDERAL-ARRA-	Other Federal Funds - American Recovery and Reinvestment Act	OTHER FEDERAL	FEDERAL	ARRA
OTHER FEDERAL-ARRA-HSR	HSR - ARRA Federal Railroad Administration (FRA) Discretionary	OTHER FEDERAL	FEDERAL	ARRA
OTHER LOCAL	Other Local	OTHER LOCAL	LOCAL	LOCAL
OTHER STATE	Other State	OTHER STATE	STATE	STATE
P116	Proposition 116 (1990) - Clean Air and Transportation Improvement Act	P116	STATE	Prop 116
PPPPP-T3	Public Private Partnership Pilot Program - SAFETEA-LU	PPPPP	FEDERAL	SAFETEA-LU
PRIVATE	Private Contribution	PRIVATE	LOCAL	LOCAL
PRIVATE-DEV-FEE	Private Development Fees	PRIVATE	LOCAL	LOCAL
PRIVATE-JOINT-DEV	Private Joint Development Fees	PRIVATE	LOCAL	LOCAL
PRIVATE-P3	Public Private Partnership Pilot	PRIVATE	LOCAL	LOCAL
PROP-1A-HSR	Proposition 1A (2008) - California High Speed Rail	PROP	STATE	PROP 1A
PROP-1B-CMIA	Proposition 1B (2006) - Corridor Mobility Improvement Account	PROP	STATE	PROP 1B
PROP-1B-CTSGP	Proposition 1B (2006) - California Transit Security Grant Program	PROP	STATE	PROP 1B
PROP-1B-HRCSA	Proposition 1B (2006) - Highway-Railroad Crossing Safety Account	PROP	STATE	PROP 1B
PROP-1B-LBSRA	Proposition 1B (2006) - Local Bridge Seismic Retrofit Account	PROP	STATE	PROP 1B
PROP-1B-LSR	Proposition 1B (2006) - Local Streets and Roads	PROP	STATE	PROP 1B
PROP-1B-PTMISEA-POP	Proposition 1B (2006) - Public Transit Population Share	PROP	STATE	PROP 1B
PROP-1B-PTMISEA-REV	Proposition 1B (2006) - Public Transit Revenue Share	PROP	STATE	PROP 1B
PROP-1B-SHOPP	Proposition 1B (2006) - State Highway Operations and Protection Program	PROP	STATE	PROP 1B
PROP-1B-SLPP	Proposition 1B (2006) - State Local Partnership Program	PROP	STATE	PROP 1B
PROP-1B-TCIF	Proposition 1B (2006) - Trade Corridor Improvement Fund	PROP	STATE	PROP 1B

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
PROP-1B-TCIF-GARVEE	Proposition 1B (2006) - Trade Corridors Improvement Fund - GARVEE	PROP	STATE	PROP 1B
PROP-1B-TLSP	Proposition 1B (2006) - Traffic Light Synchronization Program	PROP	STATE	PROP 1B
PROPERTY TAX	Local Property Tax	PROPERTY TAX	LOCAL	LOCAL
RIP-T2-00-F/ST-ALA	Regional Improvement Program - TEA21 - 2000 STIP - Federal/State - Alameda County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-00-F/ST-SCL	Regional Improvement Program - TEA21 - 2000 STIP - Federal/State - Santa Clara County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-00-F/ST-SM	Regional Improvement Program - TEA21 - 2000 STIP - Federal/State - San Mateo County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-00-F/ST-SOL	Regional Improvement Program - TEA21 - 2000 STIP - Federal/State - Solano County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-00-F/ST-SON	Regional Improvement Program - TEA21 - 2000 STIP - Federal/State - Sonoma County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-00-ST	Regional Improvement Program - TEA21 - 2000 STIP - State Only	RIP	STATE	TEA21
RIP-T2-00-ST-SCL	Regional Improvement Program - TEA21 - 2000 STIP - State Only - Santa Clara County Share	RIP	STATE	TEA21
RIP-T2-00-ST-SF	Regional Improvement Program - TEA21 - 2000 STIP - State Only - San Francisco County Share	RIP	STATE	TEA21
RIP-T2-00-ST-SON	Regional Improvement Program - TEA21 - 2000 STIP - State Only - Sonoma County Share	RIP	STATE	TEA21
RIP-T2-02-AB3090-F/ST-ALA	Regional Improvement Program - TEA21 - 2002 STIP - AB3090 - Federal/State - Alameda County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-02-F/ST-ALA	Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - Alameda County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-02-F/ST-NAP	Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - Napa County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-02-F/ST-SCL	Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - Santa Clara County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-02-F/ST-SF	Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - San Francisco County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-02-F/ST-SM	Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - San Mateo County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-02-F/ST-SOL	Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - Solano County Share	RIP	FEDERAL/STATE	TEA21

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T2-02-F/ST-SON	Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - Sonoma County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-02-GARVEE-DS-NHS-	Regional Improvement Program - TEA21 - 2002 STIP - GARVEE - Debt Service - National Highway System	RIP	STATE	TEA21
RIP-T2-02-ST-ALA	Regional Improvement Program - TEA21 - 2002 STIP - State Only - Alameda County Share	RIP	STATE	TEA21
RIP-T2-02-ST-CC	Regional Improvement Program - TEA21 - 2002 STIP - State Only - Contra Costa County Share	RIP	STATE	TEA21
RIP-T2-02-ST-NAP	Regional Improvement Program - TEA21 - 2002 STIP - State Only - Napa County Share	RIP	STATE	TEA21
RIP-T2-02-ST-SCL	Regional Improvement Program - TEA21 - 2002 STIP - State Only - Santa Clara County Share	RIP	STATE	TEA21
RIP-T2-02-ST-SOL	Regional Improvement Program - TEA21 - 2002 STIP - State Only - Solano County Share	RIP	STATE	TEA21
RIP-T2-ALA	Regional Improvement Program - TEA21 - Alameda County Share	RIP	STATE	TEA21
RIP-T2-FY98-F/ST-ALA	Regional Improvement Program - TEA21 - 1998 STIP - Federal/State - Alameda County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-FY98-F/ST-MRN	Regional Improvement Program - TEA21 - 1998 STIP - Federal/State - Marin County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-FY98-F/ST-SCL	Regional Improvement Program - TEA21 - 1998 STIP - Federal/State - Santa Clara County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-FY98-F/ST-SON	Regional Improvement Program - TEA21 - 1998 STIP - Federal/State - Sonoma County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-FY98-FED-SF	Regional Improvement Program - TEA21 - 1998 STIP - Federal - San Francisco County Share	RIP	FEDERAL	TEA21
RIP-T2-FY98-SOL	Regional Improvement Program - TEA21 - 1998 STIP - Solano County Share	RIP	STATE	TEA21
RIP-T2-FY98-ST-ALA	Regional Improvement Program - TEA21 - 1998 STIP - State - Alameda County Share	RIP	STATE	TEA21
RIP-T2-FY98-ST-SF	Regional Improvement Program - TEA21 - 1998 STIP - State - San Francisco County Share	RIP	STATE	TEA21
RIP-T3-02-AB3090-ST-REG	Regional Improvement Program - SAFETEA-LU - 2002 STIP - AB 3090 - State - Regional Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-PTA-ALA	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - Alameda County Share	RIP	STATE	SAFETEA-LU

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T3-06A-PTA-CC	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - Contra Costa County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-PTA-SCL	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - Santa Clara County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-PTA-SF	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - San Francisco County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-PTA-SM	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - San Mateo County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-PTA-SOL	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - Solano County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-ALA	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Alameda County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-CC	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Contra Costa County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-MRN	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Marin County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-NAP	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Napa County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-SCL	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Santa Clara County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-SF	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - San Francisco County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-SM	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - San Mateo County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-SOL	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Solano County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-SON	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Sonoma County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-F/ST-SF	Regional Improvement Program - SAFETEA-LU - 2006 STIP - Federal/State - San Francisco County Share	RIP	FEDERAL/STATE	SAFETEA-LU
RIP-T3-06-F/ST-SM	Regional Improvement Program - SAFETEA-LU - 2006 STIP - Federal/State - San Mateo County Share	RIP	FEDERAL/STATE	SAFETEA-LU
RIP-T3-06-F/ST-SOL	Regional Improvement Program - SAFETEA-LU - 2006 STIP - Federal/State - Solano County Share	RIP	FEDERAL/STATE	SAFETEA-LU

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T3-06-F/ST-SON	Regional Improvement Program - SAFETEA-LU - 2006 STIP - Federal/State - Sonoma County Share	RIP	FEDERAL/STATE	SAFETEA-LU
RIP-T3-06-PTA-MRN	Regional Improvement Program - SAFETEA-LU - 2006 STIP - PTA - Marin County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-PTA-SF	Regional Improvement Program - SAFETEA-LU - 2006 STIP - PTA - San Francisco County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-PTA-SM	Regional Improvement Program - SAFETEA-LU - 2006 STIP - PTA - San Mateo County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-ALA	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Alameda County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-CC	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Contra Costa County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-MRN	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Marin County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-NAP	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Napa County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-SCL	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Santa Clara County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-SF	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - San Francisco County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-SM	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - San Mateo County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-SOL	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Solano County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-SON	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Sonoma County Share	RIP	STATE	SAFETEA-LU
RIP-T3-08-ALA-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - Alameda County Share - State	RIP	STATE	SAFETEA-LU
RIP-T3-08-CC-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - Contra Costa County Share - State	RIP	STATE	SAFETEA-LU
RIP-T3-08-MRN-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - Marin County Share - State	RIP	STATE	SAFETEA-LU
RIP-T3-08-NAP-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - Napa County Share - State	RIP	STATE	SAFETEA-LU

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T3-08-NHS-ALA	Regional Improvement Program - SAFETEA-LU - 2008 STIP - National Highway System - Alameda County Share	RIP	STATE	SAFETEA-LU
RIP-T3-08-NHS-CC	Regional Improvement Program - SAFETEA-LU - 2008 STIP - National Highway System - Contra Costa County Share	RIP	STATE	SAFETEA-LU
RIP-T3-08-SCL-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - Santa Clara County Share - State	RIP	STATE	SAFETEA-LU
RIP-T3-08-SF-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - San Francisco County Share - State	RIP	STATE	SAFETEA-LU
RIP-T3-08-SM-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - San Mateo County Share - State	RIP	STATE	SAFETEA-LU
RIP-T3-08-SOL-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - Solano County Share - State	RIP	STATE	SAFETEA-LU
RIP-T3-08-SON-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - Sonoma County Share - State	RIP	STATE	SAFETEA-LU
RIP-T4-10-FED-MRN	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Marin Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-10-FED-SCL	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Santa Clara Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-10-ST-ALA	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Alameda Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-10-ST-CC	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Contra Costa Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-10-ST-MRN	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Marin Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-10-ST-NAP	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Napa Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-10-ST-SCL	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Santa Clara Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-10-ST-SF	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - San Francisco Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-10-ST-SM	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - San Mateo Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-10-ST-SOL	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Solano Share - State Funds	RIP	STATE	SAFETEA-LU Extension

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T4-10-ST-SON	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Sonoma Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-FED-ALA	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Alameda Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-12-FED-CC	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Contra Costa Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-12-FED-NAP	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Napa Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-12-FED-SF	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - San Francisco Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-12-FED-SM	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - San Mateo Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-12-FED-SOL	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Solano Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-12-FED-SON	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Sonoma Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-12-ST-ALA	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Alameda Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-CC	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Contra Costa Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-MRN	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Marin Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-NAP	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Napa Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-SCL	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Santa Clara Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-SF	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - San Francisco Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-SM	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - San Mateo Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-SOL	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Solano Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-SON	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Sonoma Share - State Funds	RIP	STATE	SAFETEA-LU Extension

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-TA-T4-2-OBAG-FED-SOL	Regional Improvement Program - MAP21 - 2012 RTIP - Solano Share - 100% Federal TA	RIP-TA	FEDERAL	MAP21
RIP-TE-T3-04-DIS-CO-F/ST-SF	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2004 STIP - County Discretionary - San Francisco County Share - Federal/State	RIP-TE	FEDERAL/STATE	SAFETEA-LU
RIP-TE-T3-04-DIS-CO-F/ST-SOL	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2004 STIP - County Discretionary - Solano County Share - Federal/State	RIP-TE	FEDERAL/STATE	SAFETEA-LU
RIP-TE-T3-06-DIS-CO-F/ST-ALA	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2006 STIP - County Discretionary - Alameda County Share - Federal/State	RIP-TE	FEDERAL/STATE	SAFETEA-LU
RIP-TE-T3-06-DIS-CO-F/ST-CC	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2006 STIP - County Discretionary - Contra Costa County Share - Federal/State	RIP-TE	FEDERAL/STATE	SAFETEA-LU
RIP-TE-T3-06-DIS-CO-F/ST-NAP	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2006 STIP - County Discretionary - Napa County Share - Federal/State	RIP-TE	FEDERAL/STATE	SAFETEA-LU
RIP-TE-T3-06-DIS-CO-F/ST-SCL	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2006 STIP - County Discretionary - Santa Clara County Share - Federal/State	RIP-TE	FEDERAL/STATE	SAFETEA-LU
RIP-TE-T3-06-DIS-CO-F/ST-SF	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2006 STIP - County Discretionary - San Francisco County Share - Federal/State	RIP-TE	FEDERAL/STATE	SAFETEA-LU
RIP-TE-T3-06-DIS-CO-F/ST-SM	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2006 STIP - County Discretionary - San Mateo County Share - Federal/State	RIP-TE	FEDERAL/STATE	SAFETEA-LU
RIP-TE-T3-06-DIS-CO-F/ST-SOL	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2006 STIP - County Discretionary - Solano County Share - Federal/State	RIP-TE	FEDERAL/STATE	SAFETEA-LU
RIP-TE-T3-06-DIS-CO-F/ST-SON	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2006 STIP - County Discretionary - Sonoma County Share - Federal/State	RIP-TE	FEDERAL/STATE	SAFETEA-LU
RIP-TE-T3-06-DIS-CO-FED-CC	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2006 STIP - County Discretionary - Contra Costa County Share - Federal Funds	RIP-TE	FEDERAL	SAFETEA-LU
RIP-TE-T3-06-TLC-CO-F/ST-ALA	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2006 STIP - County TLC - Alameda County Share - Federal/State Funds	RIP-TE	FEDERAL/STATE	SAFETEA-LU

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-TE-T3-06-TLC-CO-F/ST-CC	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2006 STIP - County TLC - Contra Costa County Share - Federal/State Funds	RIP-TE	FEDERAL/STATE	SAFETEA-LU
RIP-TE-T3-06-TLC-CO-FED-CC	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2006 STIP - County TLC - Contra Costa County Share - Federal Funds	RIP-TE	FEDERAL	SAFETEA-LU
RIP-TE-T3-08-NAP-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2008 STIP - Napa County Share - Federal/State	RIP-TE	FEDERAL/STATE	SAFETEA-LU
RIP-TE-T3-08-SM-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2008 STIP - San Mateo County Share - Federal/State	RIP-TE	FEDERAL/STATE	SAFETEA-LU
RIP-TE-T3-08-SOL-CO-F/ST	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU - 2008 STIP - Solano County Share - Federal/State	RIP-TE	FEDERAL/STATE	SAFETEA-LU
RIP-TE-T4-10-F/ST-ALA	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Alameda Share - Federal TE and State Matching Funds	RIP-TE	FEDERAL/STATE	SAFETEA-LU Extension
RIP-TE-T4-10-F/ST-CC	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Contra Costa Share - Federal TE and State Matching Funds	RIP-TE	FEDERAL/STATE	SAFETEA-LU Extension
RIP-TE-T4-10-F/ST-MRN	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Marin Share - Federal TE and State Matching Funds	RIP-TE	FEDERAL/STATE	SAFETEA-LU Extension
RIP-TE-T4-10-F/ST-NAP	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Napa Share - Federal TE and State Matching Funds	RIP-TE	FEDERAL/STATE	SAFETEA-LU Extension
RIP-TE-T4-10-F/ST-SCL	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Santa Clara Share - Federal TE and State Matching Funds	RIP-TE	FEDERAL/STATE	SAFETEA-LU Extension
RIP-TE-T4-10-F/ST-SF	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - San Francisco Share - Federal TE and State Matching Funds	RIP-TE	FEDERAL/STATE	SAFETEA-LU Extension
RIP-TE-T4-10-F/ST-SOL	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Solano Share - Federal TE and State Matching Funds	RIP-TE	FEDERAL/STATE	SAFETEA-LU Extension

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-TE-T4-10-F/ST-SON	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Sonoma Share - Federal TE and State Matching Funds	RIP-TE	FEDERAL/STATE	SAFETEA-LU Extension
RIP-TE-T4-10-FED-ALA	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Alameda Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-10-FED-CC	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Contra Costa Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-10-FED-NAP	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Napa Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-10-FED-SCL	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Santa Clara Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-10-FED-SF	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - San Francisco Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-10-FED-SM	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - San Mateo Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-10-FED-SOL	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Solano Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-10-FED-SON	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Sonoma Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-ALA	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Alameda Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-CC	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Contra Costa Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-MRN	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Marin Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-NAP	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Napa Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-TE-T4-12-FED-SCL	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Santa Clara Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-SF	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - San Francisco Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-SM	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - San Mateo Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-SOL	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Solano Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-SON	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Sonoma Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RTP-LRP	Regional Transportation Plan - Long Range Plan (funding identified in Long Range Plan, but not committed in TIP)	RTP-LRP	Uncommitted	Uncommitted
SALESTAX-MEASURE-ALA	Sales Tax Measure - Alameda County	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-CC	Sales Tax Measure - Contra Costa County	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-J-CC	Sales Tax Measure - Measure J - Contra Costa County	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-MRN	Sales Tax Measure - Marin County	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-SCL	Sales Tax Measure - Santa Clara County	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-SF	Sales Tax Measure - San Francisco County	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-SM	Sales Tax Measure - San Mateo County	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-SMART	Sales Tax Measure - SMART	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-SON	Sales Tax Measure - Sonoma County	SALESTAX-MEASURE	LOCAL	LOCAL
SHA-T2	State Highway Account - TEA21	SHA	STATE	TEA21
SHA-T2-SHOPP	State Highway Account - TEA21 - State Highway Operations and protection Program	SHA	STATE	TEA21
SHA-T3-SHOPP-NHS	State Highway Account - SAFETEA-LU - State Highway Operations and Protection Program - National Highway System	SHA	STATE	SAFETEA-LU
SR2S	Safe Routes To School	SR2S	STATE	STATE

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
SRTS-T3-1	Safe Routes To School - SAFETEA-LU - Cycle 1	SRTS	FEDERAL	SAFETEA-LU
SRTS-T3-2	Safe Routes To School - SAFETEA-LU - Cycle 2	SRTS	FEDERAL	SAFETEA-LU
SRTS-T4-3	Safe Routes To School - SAFETEA-LU Extension - Cycle 3	SRTS	FEDERAL	SAFETEA-LU Extension
STA-POP-D	State Transit Assistance - Population Based - Discretionary	STA-POP	LOCAL	LOCAL
STA-POP-SO	State Transit Assistance - Population Based - South Counties	STA-POP	LOCAL	LOCAL
STA-REV	State Transit Assistance - Revenue Based	STA-REV	LOCAL	LOCAL
ST-CASH-T2	State Funds - TEA21	ST-CASH	STATE	TEA21
STP-ARRA-CC	Regional Surface Transportation Program - ARRA - Contra Costa County	STP	FEDERAL	ARRA
STP-ARRA-REG	Regional Surface Transportation Program - ARRA - Regional	STP	FEDERAL	ARRA
STP-ARRA-SCL	Regional Surface Transportation Program - ARRA - Santa Clara County	STP	FEDERAL	ARRA
STP-ARRA-SM	Regional Surface Transportation Program - ARRA - San Mateo County	STP	FEDERAL	ARRA
STP-ARRA-SOL	Regional Surface Transportation Program - ARRA - Solano County	STP	FEDERAL	ARRA
STP-T2-D	Regional Surface Transportation Program - TEA21 - Discretionary	STP	FEDERAL	TEA21
STP-T2-FY00-RAB	Regional Surface Transportation Program - TEA21 - FY 2000 - RABA	STP	FEDERAL	TEA21
STP-T2-FY00-RE	Regional Surface Transportation Program - TEA21 - FY 2000 - Rehabilitation	STP	FEDERAL	TEA21
STP-T2-FY01-TLC-HIP	Regional Surface Transportation Program - TEA21 - FY 2001 - Transportation for Livable Communities - Housing Incentive Program	STP	FEDERAL	TEA21
STP-T2-FY96-D	Regional Surface Transportation Program - TEA21 - FY 1996 - Discretionary	STP	FEDERAL	TEA21
STP-T2-FY96-G	Regional Surface Transportation Program - TEA21 - FY 1996 - Guaranteed	STP	FEDERAL	TEA21
STP-T2-FY99-CSCM	Regional Surface Transportation Program - TEA21 - FY 1999 - Customer Service/Corridor Management	STP	FEDERAL	TEA21
STP-T2-FY99-RE	Regional Surface Transportation Program - TEA21 - FY 1999 - Rehabilitation	STP	FEDERAL	TEA21
STP-T2-G	Regional Surface Transportation Program - TEA21 - Guaranteed	STP	FEDERAL	TEA21
STP-T3-1A-TCP-SF	Regional Surface Transportation Program - SAFETEA-LU - Cycle 1 Augmentation - Transit Capital Priorities - Rehabilitation Shortfall	STP	FEDERAL	SAFETEA-LU
STP-T3-1-RO	Regional Surface Transportation Program - SAFETEA-LU - Cycle 1 - Regional Operations	STP	FEDERAL	SAFETEA-LU
STP-T3-1-TCP-SF	Regional Surface Transportation Program - SAFETEA-LU - Cycle 1 - Transit Capital Priorities - Rehabilitation Shortfall	STP	FEDERAL	SAFETEA-LU

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
STP-T3-2-BF	Regional Surface Transportation Program - SAFETEA-LU - Cycle 2 - STIP Backfill	STP	FEDERAL	SAFETEA-LU
STP-T3-2-TCP-SF	Regional Surface Transportation Program - SAFETEA-LU - Cycle 2 - Transit Capital - Rehabilitation Shortfall	STP	FEDERAL	SAFETEA-LU
STP-T3-3-CMA-PL	Regional Surface Transportation Program - SAFETEA-LU - Cycle 3 - CMA Planning Activities	STP	FEDERAL	SAFETEA-LU
STP-T3-3-LSR-SF	Regional Surface Transportation Program - SAFETEA-LU - Cycle 3 - Local Streets and Roads - Rehabilitation Shortfall	STP	FEDERAL	SAFETEA-LU
STP-T3-3-TCP-SF	Regional Surface Transportation Program - SAFETEA-LU - Cycle 3 - Transit Capital Priorities - Rehabilitation Shortfall	STP	FEDERAL	SAFETEA-LU
STP-T3-3-TLC-HIP	Regional Surface Transportation Program - SAFETEA-LU - Cycle 3 - Transportation for Livable Communities - Housing Incentive Program	STP	FEDERAL	SAFETEA-LU
STP-T4-1-FPI	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Freeway Performance Initiative	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-LIFE	Regional Surface Transportation Program - MAP21 - Cycle 1 - Lifeline Transportation Program	STP	FEDERAL	MAP21
STP-T4-1-LSR-CO	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Local Streets & Roads Rehabilitation - County Program	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-LSR-CO-PL-CMA	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Local Streets & Roads - County CMA Planning Activities	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-LSR-FAS	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Local Streets & Roads - Federal Aid Secondary	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-LSR-FAS	Regional Surface Transportation Program - MAP21 - Cycle 1 - Local Streets & Roads - Federal Aid Secondary	STP	FEDERAL	MAP21
STP-T4-1-LSR-PMP	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Local Streets & Roads - Pavement Management Program	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-PL-REG	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Planning Activities - County Program	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-RBP-CO	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Bicycle Program - County Program	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-RBP-CO	Regional Surface Transportation Program - MAP21 - Cycle 1 - Regional Bicycle Program - County Program	STP	FEDERAL	MAP21

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
STP-T4-1-RBP-CO-PL-CMA	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Bicycle Program - County CMA Planning Activities	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-RO	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Operations	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-RSI	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Strategic Investments	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-RSI	Regional Surface Transportation Program - MAP21 - Cycle 1 - Regional Strategic Investments	STP	FEDERAL	MAP21
STP-T4-1-RSRTS-CO	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Safe Routes to School - County Program	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-TLC-CO	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - County Program	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-TLC-CO-PL-CMA	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - County CMA Planning Activities	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-TLC-REG	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - Regional Program	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-TLC-REG	Regional Surface Transportation Program - MAP21 - Cycle 1 - Transportation for Livable Communities - Regional Program	STP	FEDERAL	MAP21
STP-T4-1-TLC-SAP	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - Station Area Planning	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-2-FPI-REG	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 2 - Freeway Performance Initiative - Regional	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-2-FPI-REG	Regional Surface Transportation Program - MAP21 - Cycle 2 - Freeway Performance Initiative - Regional	STP	FEDERAL	MAP21
STP-T4-2-OBAG	Regional Surface Transportation Program - MAP21 - Cycle 2 - One Bay Area Grant Program	STP	FEDERAL	MAP21
STP-T4-2-OBAG-PL	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 2 - One Bay Area Grant Program - CMA Planning Activities Augmentation	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-2-OBAG-PL	Regional Surface Transportation Program - MAP21 - Cycle 2 - One Bay Area Grant Program - CMA Planning Activities Augmentation	STP	FEDERAL	MAP21

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
STP-T4-2-PDA-CO	Regional Surface Transportation Program - MAP21 - Cycle 2 - One Bay Area Grant Program - Local PDA Planning and Implementation	STP	FEDERAL	MAP21
STP-T4-2-PDA-REG	Regional Surface Transportation Program - MAP21 - Cycle 2 - One Bay Area Grant Program - Regional PDA Planning and Implementation	STP	FEDERAL	MAP21
STP-T4-2-PL-REG	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 2 - One Bay Area Grant Program - Regional Planning Activities	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-2-PMP-REG	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 2 - One Bay Area Grant Program - Pavement Management Program	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-2-RO-REG	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 2 - One Bay Area Grant Program - Regional Operations	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-2-RO-REG	Regional Surface Transportation Program - MAP21 - Cycle 2 - One Bay Area Grant Program - Regional Operations	STP	FEDERAL	MAP21
STP-T4-2-RSRTS-REG	Regional Surface Transportation Program - MAP21 - Cycle 2 - Regional Safe Routes to School - Regional Program	STP	FEDERAL	MAP21
STP-T4-2-TCP-REG	Regional Surface Transportation Program - MAP21 - Cycle 2 - Regional Safe Routes to School - Transit Capital Rehabilitation - Regional Program	STP	FEDERAL	MAP21
STP-T4-2-TCP-TPI-REG	Regional Surface Transportation Program - MAP21 - Cycle 2 - Regional Safe Routes to School - Transit Capital Rehabilitation - Transit Performance Initiative - Regional Program	STP	FEDERAL	MAP21
ST-STP-ARRA-CC	State Surface Transportation Program - ARRA - Contra Costa County	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-REG	State Surface Transportation Program - ARRA - Regional	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-SHOPP	State Surface Transportation Program - ARRA -SHOPP	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-SOL	State Surface Transportation Program - ARRA - Solano County	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-ST	State Surface Transportation Program - ARRA - State	ST-STP	FEDERAL	ARRA
ST-STP-T3-RL	State Surface Transportation Program - SAFETEA-LU - Railroad Local	ST-STP	FEDERAL	SAFETEA-LU
ST-STP-T3-SAFETY	State Surface Transportation Program - SAFETEA-LU - Safety	ST-STP	FEDERAL	SAFETEA-LU
ST-STP-T4	State Surface Transportation Program - MAP21	ST-STP	FEDERAL	MAP21
ST-TEA-ARRA-ST	State Transportation Enhancements - ARRA - State	ST-TEA	FEDERAL	ARRA

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
ST-TEA-T2-ENH	State Transportation Enhancements - TEA21 - Enhancements	ST-TEA	FEDERAL	TEA21
TCI	Transit Capital Improvement	TCI	STATE	STATE
TCRP	Traffic Congestion Relief Program (1999)	TCRP	STATE	STATE
TCRP-LONP	Traffic Congestion Relief Program - Letter of No Prejudice	TCRP	LOCAL	LOCAL
TCSP	Transportation and Community and System Preservation Pilot Program	TCSP	FEDERAL	TEA21
TCSP-T3-UPP	Transportation and Community and System Preservation Pilot Program - SAFETEA-LU - UPP	TCSP	FEDERAL	SAFETEA-LU
TDA3	Transportation Development Act - Article 3	TDA	STATE	STATE
TDA4	Transportation Development Act - Article 4	TDA	STATE	STATE
TDA4.5	Transportation Development Act - Article 4.5	TDA	STATE	STATE
TDA4/8	Transportation Development Act - Articles 4 and 8	TDA	STATE	STATE
TEA-ARRA-REG	Regional Transportation Enhancements - ARRA	TEA	FEDERAL	ARRA
TEA-T2-FY99-TLC-NS	Transportation Enhancement Activities - TEA21 - FY 1999 - Transportation for Livable Communities - Non-STIP	TEA	FEDERAL	TEA21
TEA-T2-LOC	Transportation Enhancement Activities - TEA21 - Local	TEA	FEDERAL	TEA21
TFCA-AB	Transportation Fund for Clean Air - Air Board	TFCA	REGIONAL	REGIONAL
TFCA-PM	Transportation Fund for Clean Air - Program Manager	TFCA	REGIONAL	REGIONAL
TIFIA-DS-SF	Transportation Infrastructure Finance and Innovation Act of 1998 - Debt Service - San Francisco County	TIFIA-DS	LOCAL	LOCAL
TIFIA-T3-SF	Transportation Infrastructure Finance and Innovation Act of 1998 - SAFETEA-LU - San Francisco County	TIFIA	FEDERAL	SAFETEA-LU
TIGER-ARRA	Transportation Investment Generating Economic Recovery - ARRA - Federal DOT Discretionary	TIGER	FEDERAL	ARRA
TIGERII-T4-10-FED-DISC	Transportation Investment Generating Economic Recovery II - SAFETEA-LU Extension - 2010 - Federal Discretionary	TIGERII	FEDERAL	SAFETEA-LU Extension
TIGGER2-T4-10-FED-DISC	Transit Investments for Greenhouse Gas and Energy Reduction 2 - SAFETEA-LU Extension - 2010 - Federal Discretionary	TIGGER2	FEDERAL	SAFETEA-LU Extension
TIGGER-ARRA	Transit Investments for Greenhouse Gas and Energy Reduction - ARRA - FTA Discretionary	TIGGER	FEDERAL	ARRA
TSGP-T3	Transit Security Grant Program - SAFETEA-LU	TSGP	FEDERAL	SAFETEA-LU
TSM	Traffic System Management	TSM	STATE	STATE
USC 206 - REC TRAILS	Recreational Trails Program	OTHER FEDERAL	FEDERAL	SAFETEA-LU Extension
USC 206 - REC TRAILS	Recreational Trails Program	OTHER FEDERAL	FEDERAL	MAP21
VPPP	Value Pricing Pilot Program	VPPP	FEDERAL	TEA21

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
VPPP-T3	Value Pricing Pilot Program - SAFETEA-LU	VPPP	FEDERAL	SAFETEA-LU
VPPP-T3-UPP	Value Pricing Pilot Program - SAFETEA-LU - Urban Partnership Program	VPPP	FEDERAL	SAFETEA-LU

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APPENDIX A – 40

2013 TIP Detail

Financial Plan

The full copy of the

Financial Plan

can be viewed on MTC's website at

http://onebayarea.org/regional-initiatives/plan-bay-area/plan-elements.html

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APPENDIX A – 41

2013 TIP Detail

Projects Being Added Into the Approved 2013 TIP

Projects Being Added Into the Approved 2013 TIP

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total TIP Cost
1	ALA130001	Widen Kato Rd from Warren Avenue to Milmont Drive	Alameda	Fremont	$12,690,000	$300,000
2	ALA130002	AC Transit: Procure (27) 60' Artic Hybrid Buses	Alameda	AC Transit	$29,700,000	$29,700,000
3	ALA130003	Oakland Bay Trail to Lake Merritt Bike/Ped Bridge	Alameda	Oakland	$2,000,000	$2,000,000
4	ALA130004	Oakland 19th Street Uptown Bike Station	Alameda	Oakland	$606,000	$606,000
5	ALA130005	Dougherty Road widening	Alameda	Dublin	$18,860,000	$18,860,000
6	ALA130006	Dublin Boulevard widening	Alameda	Dublin	$4,200,000	$4,200,000
7	ALA130007	BART to Livermore Extension - Develop EIR	Alameda	BART	$14,799,000	$8,600,000
8	CC-130001	Bailey Road-State Route 4 Interchange	Contra Costa	CC County	$8,914,300	$1,774,300
9	CC-130002	eBART Railroad Avenue Station	Contra Costa	BART	$18,500,000	$18,500,000
10	CC-130003	Bailey Road Bike and Pedestrian Improvements	Contra Costa	CC County	$12,760,000	$2,960,000
11	MRN130001	Larkspur Ferry Terminal Parking Garage	Marin	GGBHTD	$4,000,000	$500,000
12	MRN130002	Sir Francis Drake Blvd. MP 20.70 Slide Repair	Marin	Marin County	$560,000	$515,200
13	MRN130003	Muir Woods Road MP 0.49 Slide Repair	Marin	Marin County	$930,478	$856,078
14	REG130001	Toll Bridge Maintenance	Regional	MTC	$48,000,000	$48,000,000
15	REG130002	Toll Bridge Rehabilitation Program	Regional	MTC	$628,906,421	$399,343,870
16	REG130003	FSP and Call Box Program	Regional	MTC-SAFE	$18,790,000	$18,790,000
17	REG130004	Regional Express Lane Network	Regional	MTC	$196,000,000	$18,000,000
18	SCL130001	Improve SR 237/US 101/Mathilda Avenue Interchange	Santa Clara	Sunnyvale	$15,000,000	$4,000,000
19	SCL130002	SR 237 Express Lanes : Mathilda Avenue to SR 85	Santa Clara	VTA	$83,790,000	$5,200,000
20	SF-130001	SF- Better Market Street Transportation Elements	San Francisco	SF DPW	$206,400,000	$2,000,000

Projects Being Added Into the Approved 2013 TIP (cont'd)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total TIP Cost
21	SF-130002	Implement Parkmerced Street Network	San Francisco	SFMTA	$47,960,000	$1,000,000
22	SF-130003	19th Ave. & Parkmerced M-Line Realignment	San Francisco	SFMTA	$80,940,000	$2,000,000
23	SF-130004	Treasure Is/Yerba Buena Is Street Improvements	San Francisco	SF County TA	$47,960,000	$2,500,000
24	SF-130005	Treausure Island Pricing Mobility Improvements	San Francisco	SF County TA	$23,500,000	$2,000,000
25	SF-130006	Southeast Waterfront Transportation Improvements	San Francisco	SF DPW	$254,281,100	$105,571,785
26	SF-130007	HOPE SF Street Grid Phase 1	San Francisco	SF DPW	$10,000,000	$10,000,000
27	SF-130008	HOV Lanes on US 101 in SF - Project Development	San Francisco	SF County TA	$2,000,000	$2,000,000
28	SF-130009	HOV Ramps: I-280/6th St Ramps-Project Development	San Francisco	SF County TA	$2,000,000	$2,000,000
29	SF-130010	Construct Treasure Island Bus Terminal Facility	San Francisco	SF County TA	$2,790,000	$2,790,000
30	SM-130001	Dumbarton Bridge Seismic Retrofit	San Mateo	MTC	$33,600,000	$33,600,000
31	SOL130001	Oliver Road Park and Ride	Solano	F-S Transit	$1,927,000	$762,000

APPENDIX A – 42

2013 TIP Detail

Projects Being Archived Before 2013 TIP Approval

Projects Being Archived Before 2013 TIP Approval

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
1	ALA010006	SR 84 WB HOV Lane Extension	Alameda	Caltrans	$9,965,000	$0
2	ALA010032	I-580 San Leandro Estudillo Noise Barrier	Alameda	ACTC	$10,735,000	$0
3	ALA030029	Operating Assistance	Alameda	LAVTA	$1,254,000	$0
4	ALA030031	Union City Transit: Repave Bus Parking Area	Alameda	Union City	$167,056	$0
5	ALA050001	I-880/ Washington Ave. I/C Reconfiguration	Alameda	San Leandro	$2,453,500	$0
6	ALA050008	I-580/Fallon Road Interchange Improvements	Alameda	Dublin	$16,600,000	$0
7	ALA050009	I-580 Castro Valley Interchange Improvements	Alameda	ACTIA	$34,938,000	$0
8	ALA050018	Grand/MacArthur Bus Improvements	Alameda	ACTC	$4,697,000	$0
9	ALA050029	I-680 SMART Carpool Lane	Alameda	ACTC	$25,619,000	$0
10	ALA050036	Alameda SMART Corridors Operations & Management	Alameda	ACTC	$2,646,000	$0
11	ALA050051	Replace 3 2000 24" Paratransit Vehicles	Alameda	LAVTA	$658,861	$0
12	ALA050052	E. Castro Valley Blvd /Dublin Canyon Rd Rehab	Alameda	Alameda County	$701,000	$0
13	ALA050059	SR 13 Median Landscaping	Alameda	Caltrans	$565,000	$0
14	ALA050065	Ed Roberts Campus	Alameda	BART	$46,602,697	$312,500
15	ALA050072	Alameda County - Castro Valley Blvd Rehabilitation	Alameda	Alameda County	$955,000	$0
16	ALA050080	7th Street,W. Oakland Transit Village Improvements	Alameda	Oakland	$4,294,000	$0
17	ALA050081	Ed Roberts Intermodal Transit Center	Alameda	Berkeley	$6,529,000	$0
18	ALA050082	E. Dublin BART Station Corridor Bike/Ped Enh.	Alameda	Dublin	$2,431,000	$300,000
19	ALA050083	W. Dublin BART Station Corridor Bike/Ped Enh.	Alameda	Dublin	$1,421,000	$0
20	ALA070003	I-880 Fifth Avenue Bridge Retrofit/Replacement	Alameda	Caltrans	$185,703,000	$0
21	ALA070004	MacArthur Blvd Bikeway	Alameda	Oakland	$200,000	$0
22	ALA070005	I-580 Oakland Horton/Hollis St. Widening	Alameda	Caltrans	$2,252,000	$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
23	ALA070006	I-880 SB Auxiliary Lane at Oak Street	Alameda	Caltrans	$3,325,000	$0
24	ALA070007	I-880 High Street Bridge Retrofit/Replacement	Alameda	Caltrans	$152,730,000	$0
25	ALA070011	66th Avenue Streetscape Improvement Project	Alameda	Oakland	$1,492,000	$0
26	ALA070034	Ashby BART Station/Ed Roberts Campus	Alameda	BART	$2,606,000	$0
27	ALA070036	Wheels - Operating Assistance Rt. 14	Alameda	MTC	$776,620	$0
28	ALA070037	Bay Street Streetscape & Parking Project	Alameda	Fremont	$3,550,000	$0
29	ALA070045	I-880/Maritime Street Ramp Modification	Alameda	ACTC	$1,000,000	$420,000
30	ALA070047	TravelChoice-Berkeley	Alameda	AC Transit	$477,000	$0
31	ALA070048	San Leandro ATMS Upgrade	Alameda	San Leandro	$613,000	$50,000
32	ALA070055	Bike Racks for New Buses	Alameda	AC Transit	$120,000	$0
33	ALA070056	De Anza Historic Core Linkage	Alameda	Oakland	$900,000	$792,000
34	ALA070059	Livermore Downtown Pedestrian Improvements	Alameda	Livermore	$1,094,000	$0
35	ALA070061	Bus Replacement (12) 30' Alt Fuel Vehicles	Alameda	LAVTA	$7,286,585	$0
36	ALA090006	W. Jack London Blvd. Extension	Alameda	Livermore	$18,650,000	$13,650,000
37	ALA090024	Webster Street SMART Corridor Management Project	Alameda	ACTC	$1,234,000	$864,000
38	ALA090029	I-880 Fruitvale Avenue Bridge Rehab in Oakland	Alameda	Caltrans	$10,562,019	$0
39	ALA090036	Osgood Road Rehabilitation	Alameda	Fremont	$2,043,108	$0
40	ALA090037	BRT Corridor Enhancement Study	Alameda	ACTC	$900,000	$900,000
41	ALA090040	Berkeley: University Ave Pavement Rehab - Phase 3	Alameda	Berkeley	$430,000	$0
42	ALA090042	Berkeley University Ave Pavement Rehabilitation	Alameda	Berkeley	$1,522,315	$0
43	ALA090043	Alameda Co: Pavement Rehab Central Unincorp	Alameda	Alameda County	$1,529,903	$0
44	ALA090044	Alameda Co.:Pavement Rehab in Eastern Unincorp	Alameda	Alameda County	$1,240,000	$0
45	ALA090045	Alameda City: Various Streets Rehabilitation	Alameda	Alameda	$1,774,000	$0
46	ALA090046	Hayward: Pavement Rehabilitation for LS&R	Alameda	Hayward	$2,630,000	$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
47	ALA090047	Oakland - Various Streets and Roads Rehabilitation	Alameda	Oakland	$3,857,444	$0
48	ALA090048	Pleasanton: Santa Rita Rd/ Stoneridge Dr Overlay	Alameda	Pleasanton	$1,216,711	$0
49	ALA090050	Oakland - Citywide Curb Ramp and Sidewalk Repair	Alameda	Oakland	$1,118,832	$0
50	ALA090052	Livermore Various Arterial Streets Pavement Rehab	Alameda	Livermore	$2,050,262	$0
51	ALA090054	Alameda Co:Pavement Rehab San Lorenzo/Ashland Unin	Alameda	Alameda County	$445,000	$0
52	ALA090055	Pleasanton: Bernal Avenue Pavement Rehabilitation	Alameda	Pleasanton	$605,000	$0
53	ALA090056	Oakland - Various Streets and Roads Maintenance	Alameda	Oakland	$1,355,000	$0
54	ALA090057	Alameda City: Certain Streets Rehabilitation	Alameda	Alameda	$432,000	$0
55	ALA090058	Livermore: Vasco Road Overlay	Alameda	Livermore	$400,000	$0
56	ALA090059	San Leandro: Springlake Dr Street Rehabilitation	Alameda	San Leandro	$547,000	$0
57	ALA090063	Oakland Various Streets Rehabilitation II	Alameda	Oakland	$1,000,000	$0
58	ALA090073	Pleasanton: Santa Rita Rd Pavement Rehabilitation	Alameda	Pleasanton	$810,000	$0
59	ALA090074	San Leandro: Bancroft Avenue Street Rehabilitation	Alameda	San Leandro	$764,662	$0
60	ALA090075	Alameda Co - San Miguel Ave Sidewalk Improvements	Alameda	Alameda County	$1,099,097	$0
61	ALA090076	Berkeley Parking Pricing and Real-time Guidance	Alameda	Caltrans	$2,250,000	$0
62	ALA110013	Iron Horse Trail Extension in Downtown Livermore	Alameda	Livermore	$2,266,000	$2,266,000
63	ALA110014	Oakland - MacArthur Blvd Streetscape	Alameda	Oakland	$4,700,000	$4,700,000
64	ALA110015	Livermore Downtown Lighting Retrofit	Alameda	Livermore	$248,000	$248,000
65	ALA110017	Union City - Dyer Street Rehabilitation	Alameda	Union City	$1,069,000	$1,069,000
66	ALA110018	Fremont Various Streets Pavement Rehab	Alameda	Fremont	$4,242,650	$4,242,650
67	ALA110019	Hayward Various Arterials Pavement Rehab	Alameda	Hayward	$1,631,000	$1,631,000
68	ALA110020	San Leandro - Marina Blvd Rehabilitation	Alameda	San Leandro	$1,110,000	$1,045,000
69	ALA110021	Pleasanton Various Streets Pavement Rehab	Alameda	Pleasanton	$1,305,000	$1,305,000

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
70	ALA110022	Berkeley - Sacramento St Rehab - Dwight to Ashby	Alameda	Berkeley	$1,520,000	$1,520,000
71	ALA110023	Livermore - 2011 Various Arterials Rehab	Alameda	Livermore	$1,288,000	$1,288,000
72	ALA110025	Alameda - Otis Drive Rehabilitation	Alameda	Alameda	$1,038,000	$1,038,000
73	ALA110038	BART - West Dublin BART Station Ped Access Imps	Alameda	BART	$1,247,000	$1,247,000
74	ALA110039	Albany - Pierce Street Pavement Rehabilitation	Alameda	Albany	$1,342,000	$1,342,000
75	ALA110054	Seismic Retrofit of 4 BART Aerial Structures	Alameda	BART	$2,854,000	$0
76	ALA110055	Seismic Retrofit of 45 BART Aerial Bridges	Alameda	BART	$12,028,000	$0
77	ALA110056	Seismic Retrofit of 21 BART Aerial Structures	Alameda	BART	$7,852,000	$0
78	ALA110057	Seismic Retrofit of BART West Oakland Aerials	Alameda	BART	$1,512,486	$0
79	ALA110063	Park St. Bridge Rehab - No. 33C0027	Alameda	Alameda County	$883,156	$0
80	ALA110064	High St Bridge Rehab - No. 33C0026	Alameda	Alameda County	$1,420,000	$0
81	ALA110073	Seismic Retrofit of 28 BART Aerial Structures	Alameda	BART	$6,133,000	$0
82	ALA110074	Three Park Blvd Bridges Rehab	Alameda	Oakland	$3,517,526	$0
83	ALA110075	Two 12th St Bridges Rehab - No. 33C0181 & 33C0182	Alameda	Oakland	$15,110,000	$0
84	ALA110089	Union City Transit: Radio Replacement Project	Alameda	Union C Transit	$59,532	$59,532
85	ALA110094	Mission, Warren, Freight Rail Relocation	Alameda	VTA	$91,175,070	$91,175,070
86	ALA990013	I-238 Widening	Alameda	Caltrans	$109,235,000	$0
87	ALA990014	Washington Blvd/Paseo Padre Grade Separation	Alameda	Fremont	$96,083,000	$0
88	ALA990072	I-580/Isabel Ave/SR 84/Portola Ave I/C Mod.	Alameda	Livermore	$157,255,000	$1,100,000
89	ALA990074	E. 14th St. Median Improvements	Alameda	San Leandro	$952,499	$852,499
90	ALA990078	San Pablo Ave. Corridor Bicycle Path	Alameda	Berkeley	$2,621,250	$502,000
91	ALA991084	I-680 Sunol Grade - Alameda SB HOV Final Phase	Alameda	ACTC	$203,056,000	$0
92	ALA99SA09	Satellite Bus Operating Facility Expan. Ph. 1	Alameda	LAVTA	$12,318,896	$4,000,000

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
93	B-H970002	I-880/SR92 Interchange Reconstruction	Alameda	Caltrans	$135,370,533	$0
94	BRT991003	BART Seismic Retrofit Program	Regional	BART	$1,066,323,229	$100,000
95	CC-010009	SR 4 East Widen Loveridge to Somersville Ph 2	Contra Costa	CCTA	$166,004,000	$0
96	CC-050004	Central Contra Costa BART Crossover	Contra Costa	BART	$25,000,000	$0
97	CC-050026	I-80 EB HOV Lane - SR 4 to Carquinez Bridge	Contra Costa	Caltrans	$37,247,000	$618,000
98	CC-050031	Walnut Creek: Ygnacio Valley Road Ped/Bike Trail.	Contra Costa	Walnut Creek	$815,560	$218,696
99	CC-050038	CCCTA: Replace 38 LINK vans and 12 Flex vans	Contra Costa	CCCTA	$9,270,117	$4,619,160
100	CC-050066	San Pablo: San Pablo Ave Rehabilitation	Contra Costa	San Pablo	$3,405,000	$0
101	CC-050073	Pinole: Appian Way Pavement Overlay	Contra Costa	Pinole	$1,228,000	$0
102	CC-070001	Sand Creek Road Widening - Phase II	Contra Costa	Brentwood	$5,548,000	$2,150,000
103	CC-070002	Hillcrest Avenue Widening	Contra Costa	Antioch	$2,500,000	$2,450,000
104	CC-070016	Central Boulevard Widening (Phase I)	Contra Costa	Brentwood	$1,870,286	$1,520,286
105	CC-070017	I-680 South Contra Costa Roadway Rehabilitation	Contra Costa	Caltrans	$68,884,000	$0
106	CC-070066	Central Richmond Greenway (East Segment)	Contra Costa	Richmond	$2,133,000	$0
107	CC-070069	Oakley - Big Break Regional Trail	Contra Costa	EB Reg Park Dis	$532,000	$0
108	CC-070070	Low Income Access to Health Care	Contra Costa	MTC	$2,360,325	$0
109	CC-070073	Operating Assistance for Route 376	Contra Costa	MTC	$7,367,824	$0
110	CC-070083	Concord- Monument Blvd/Meadow Ln Pedestrian Imprvs	Contra Costa	Concord	$2,310,701	$0
111	CC-070089	Sycamore Valley Road West Improvement	Contra Costa	Danville	$705,332	$705,332
112	CC-070090	I-680 HOV Southbound Lane Extension	Contra Costa	CCTA	$3,000,000	$0
113	CC-070091	Purchase of Fully Validating Fareboxes	Contra Costa	WCCTA	$522,000	$0
114	CC-070095	Site Security Upgrade	Contra Costa	WCCTA	$75,949	$0
115	CC-090020	Widen and extend Bollinger Canyon Road to 6 lanes	Contra Costa	San Ramon	$4,670,000	$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
116	CC-090038	WCCTA - Replace Mobile Column Bus Lifts	Contra Costa	WCCTA	$77,665	$77,665
117	CC-090040	Antioch: Hillcrest Avenue Pavement Rehabilitation	Contra Costa	Antioch	$2,800,000	$0
118	CC-090042	Martinez - Various Arterial Pavement Rehab	Contra Costa	Martinez	$1,050,000	$0
119	CC-090043	Brentwood - Balfour Road Overlay	Contra Costa	Brentwood	$1,089,778	$0
120	CC-090044	Clayton - Various Arterials Overlay	Contra Costa	Clayton	$380,854	$0
121	CC-090045	Concord - Clayton Road Intersection Improvements	Contra Costa	Concord	$1,454,000	$0
122	CC-090046	Concord: Clayton Road Rehab Market to Oakland Ave	Contra Costa	Concord	$1,541,504	$0
123	CC-090048	Danville - Diablo Rd/Green Valley Rd Rehab	Contra Costa	Danville	$970,614	$0
124	CC-090050	El Cerrito - Various Streets Pvmt Rehabilitation	Contra Costa	El Cerrito	$1,094,000	$0
125	CC-090052	Moraga - Moraga Rd Pavement Resurfacing	Contra Costa	Moraga	$660,000	$0
126	CC-090054	Pinole - San Pablo Avenue Crosswalk Improvements	Contra Costa	Pinole	$254,317	$0
127	CC-090055	Hercules - San Pablo Ave. Pavement Rehabilitation	Contra Costa	Hercules	$711,000	$0
128	CC-090057	Lafayette- Various Streets Pavement Rehabilitation	Contra Costa	Lafayette	$744,000	$0
129	CC-090060	WCCTA: Replace (2) 1998 40' revenue vehicles	Contra Costa	WCCTA	$1,269,550	$1,269,550
130	CC-090078	San Ramon: San Ramon Vly Blvd. Rehabilitation - N	Contra Costa	San Ramon	$1,935,000	$0
131	CC-090080	Walnut Creek Civic Drive Rehab - Arroyo to Walden	Contra Costa	Walnut Creek	$882,214	$0
132	CC-090081	Oakley: Oakley Rd Pavement Rehabilitation	Contra Costa	Oakley	$435,491	$0
133	CC-090082	Oakley: Delta Rd Pavement Rehabilitation	Contra Costa	Oakley	$380,540	$0
134	CC-090083	Orinda: Chas. Hill Rd/Honey Hill Rd/Miner Rd Pvmt	Contra Costa	Orinda	$443,539	$0
135	CC-090085	Pittsburg: Pavement Rehabilitation Project	Contra Costa	Pittsburg	$1,943,000	$0
136	CC-090086	Pleasant Hill: Contra Costa Blvd Pavement Rehab	Contra Costa	Pleasant Hill	$952,000	$0
137	CC-090087	Richmond: Carlson Boulevard Improvements	Contra Costa	Richmond	$4,600,000	$0
138	CC-090088	Contra Costa Co: Marsh Creek Road Pavement Overlay	Contra Costa	CC County	$3,042,259	$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
139	CC-110008	San Ramon Alcosta Blvd Pavement Rehabilitation	Contra Costa	San Ramon	$1,905,000	$1,905,000
140	CC-110014	Contra Costa Countywide Micro Surface Treatment	Contra Costa	CC County	$2,533,000	$2,533,000
141	CC-110044	Kirker Pass Road Overlay	Contra Costa	CC County	$1,925,000	$1,925,000
142	CC-110045	Bethel Island Rd Bridge Rehab - No. 28C0031	Contra Costa	CC County	$24,900,000	$4,881,804
143	CC-110046	WCCTA - Replace Bus Wash	Contra Costa	WCCTA	$250,000	$250,000
144	CC-110047	WCCTA - Revenue Vehicle Rehabilitation	Contra Costa	WCCTA	$280,585	$280,585
145	JPB010001	Palo Alto Intermodal Transit Center	Santa Clara	VTA	$2,589,990	$0
146	JPB990004	Caltrain: N/S Terminal Track Upgrades	Regional	Caltrain	$32,589,843	$0
147	JPB991001	Diridon Stn:Track/Signal/Term Rehab Upgrade	Santa Clara	Caltrain	$30,740,000	$0
148	JPB991004	Accessible Capital Enhancement	Santa Clara	Caltrain	$7,707,095	$0
149	MRN010034	Preventive Maintenance Program.	Marin	GGBHTD	$18,732,197	$5,000,000
150	MRN030003	Cal-Park Hill Tunnel Improvements	Marin	Marin County	$27,405,159	$0
151	MRN030007	Chimney Rock Lighthouse Rehabilitation.	Marin	FHWA	$6,054,789	$0
152	MRN050026	Refurbish MS San Francisco Ferry Vessel	Marin	GGBHTD	$13,455,000	$2,691,000
153	MRN050028	Bicycle Guide Signing	Marin	Marin County	$150,000	$108,000
154	MRN050029	Olema Bolinas Pathway	Marin	Marin County	$418,000	$0
155	MRN050030	Marin City Transit Hub	Marin	MCTD	$669,804	$162,404
156	MRN070007	I-580 WB to US 101 NB Aux Lanes	Marin	Caltrans	$20,000,000	$0
157	MRN070010	San Anselmo - Non-motorized Transp. Pilot Program	Marin	San Anselmo	$182,435	$0
158	MRN070011	Novato - Non-motorized Transp. Pilot Program	Marin	Novato	$1,950,000	$1,950,000
159	MRN070013	Ross - Non-motorized Transp. Pilot Program	Marin	Ross	$200,000	$0
160	MRN070021	Tiburon: Non-motorized Transp. Pilot Program	Marin	Tiburon	$253,134	$0
161	MRN090016	Reconstruct Point Bonita Lighthouse bridge	Marin	Natl Park Svc	$2,080,000	$160,000
162	MRN090019	Tiburon: Reed Ranch Road and Ridge Road Overlay	Marin	Tiburon	$350,826	$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
163	MRN090021	GGBHTD: Replace 2 - 2001 Cutaway Paratransit Vans	Marin	GGBHTD	$155,085	$155,085
164	MRN090022	GGBHTD: Replace 2 - 2001 Cutaway Paratransit Vans	Marin	GGBHTD	$204,435	$204,435
165	MRN090026	GGBHTD: Replace 6 2002 Cutaway Paratransit vans	Marin	GGBHTD	$465,255	$465,255
166	MRN090037	Sir Francis Drake Blvd Resurfacing	Marin	Ross	$650,000	$0
167	MRN090039	Marin County: Pavement Rehab Prog - Phase C	Marin	Marin County	$1,272,590	$0
168	MRN090048	MCTD: Muir Wood Bus Purchase	Marin	MCTD	$400,000	$400,000
169	MRN090051	Citywide Landscaping and Heatherwood Pathway	Marin	Larkspur	$220,000	$200,000
170	MRN110005	Green Ways to School Through Social Networking	Marin	TAM	$658,000	$658,000
171	MRN110025	Lagunitas Rd Bridge Rehab - No. 27C0071	Marin	Ross	$2,486,251	$31,357
172	MRN990001	Marin US 101 HOV Gap Closure	Marin	Caltrans	$173,103,974	$1,700,000
173	MRN990035	Marin Parklands Visitor Access Improvements	Marin	Marin County	$7,648,186	$0
174	MTC050006	GL: Safety Improvements - SHOPP Mobility Program	Regional	Caltrans	$270,095,000	$86,247,000
175	MTC050009	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Regional	Caltrans	$1,258,581,000	$158,489,000
176	MTC050011	GL: Safety Imprv. - SHOPP Collision Reduction	Regional	Caltrans	$708,219,600	$200,827,000
177	MTC050018	Spare The Air - Free Regional Transit	Regional	MTC	$14,724,530	$0
178	MTC050019	LNG Infrastructure Implementation	Alameda	Port of Oakland	$3,027,000	$0
179	MTC050022	Integrated Fare Structure Program	Regional	MTC	$1,500,000	$904,810
180	MTC050026	Ferry Service - Alameda	Regional	WETA	$12,641,250	$9,000,000
181	MTC050030	Ferry Service for South San Francisco	Regional	WETA	$48,937,867	$3,000,000
182	MTC99002A	Clipper Fare Collection System	Regional	MTC	$49,008,400	$0
183	NAP050011	American Canyon - Elliott Street Rehabilitation	Napa	American Canyon	$311,000	$0
184	NAP070002	Wetlands Edge Bay Trail Segment	Napa	American Canyon	$966,000	$0
185	NAP070003	Napa - Browns Valley Road Rehabilitation	Napa	Napa	$750,000	$0
186	NAP070004	West American Canyon Road Rehabilitation	Napa	American Canyon	$347,000	$0
187	NAP090001	Yountville: SR 29 Bicycle Safety Improvements	Napa	Yountville	$1,100,000	$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
188	NAP090009	American Canyon: Various Streets and Roads Rehab	Napa	American Canyon	$519,971	$0
189	NAP090010	Napa City: Various Streets and Roads Rehab	Napa	Napa	$1,706,752	$0
190	NAP090013	Napa County: Silverado Trail Rehab Phase C	Napa	Napa County	$361,060	$0
191	NAP090014	Napa County: Silverado Trail Rehab Phase D	Napa	Napa County	$465,063	$0
192	NAP110003	Napa River Trail - Kensington/Kimberly Study	Napa	NCTPA	$12,500	$12,500
193	NAP110019	Napa County Road Rehab. Various Streets	Napa	Napa County	$1,287,000	$1,287,000
194	NAP990011	NCTPA Multi-modal Transit Center Terminal/Park and	Napa	NCTPA	$9,055,000	$7,118,000
195	REG050008	Station Area Planning Program & implementation	Regional	MTC	$14,366,000	$0
196	REG070001	GL: Emergency Repair - SHOPP Emergency Response	Regional	Caltrans	$307,976,000	$114,956,000
197	REG070008	GL: Safety Imprv - High Risk Rural Roads (HR3)	Regional	Caltrans	$28,642,475	$10,112,875
198	REG070009	GL: Safety Imprv - Highway Safety Improvement Prog	Regional	Caltrans	$34,144,660	$18,905,660
199	REG070011	GL: New Freedom FY 2006 - Large UA	Regional	MTC	$1,487,257	$0
200	REG070012	GL: JARC FY 06 - Small UA and Rural	Regional	MTC	$1,034,000	$0
201	REG070013	GL: New Freedom FY06 - Small UA	Regional	MTC	$383,315	$0
202	REG070014	GL: US 206 Recreational Grants	Regional	Natl Park Svc	$3,276,743	$1,380,743
203	REG090001	GL: Safety Improvements - SRTS	Regional	Caltrans	$17,462,198	$3,504,676
204	REG090004	GL: New Freedom FY 07 Large UA	Regional	MTC	$3,489,145	$0
205	REG090005	GL: New Freedom FY 07/09 Small UA	Regional	MTC	$1,080,875	$0
206	REG090010	GL: ARRA - FTA 5311	Regional	Caltrans	$3,101,483	$3,101,483
207	REG090011	GL: ARRA Transit Rehab (San Jose 5307)	Regional	Various	$55,184,394	$0
208	REG090012	GL: ARRA Transit Rehab (Santa Rosa 5307)	Regional	Various	$6,244,177	$0
209	REG090013	GL: ARRA Transit Rehab (Napa 5307)	Regional	Various	$1,905,158	$0
210	REG090014	GL: ARRA Transit Rehab (Petaluma 5307)	Regional	Various	$1,392,821	$0
211	REG090015	GL: ARRA Transit Rehab (Vacaville 5307)	Regional	Various	$2,217,074	$0
212	REG090016	GL: ARRA Transit Rehab (Vallejo 5307)	Regional	Various	$4,649,082	$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
213	REG090017	GL: ARRA Transit Rehab (Livermore 5307)	Regional	Various	$1,859,406	$0
214	REG090018	GL: ARRA Transit Rehab (Fairfield 5307)	Regional	Various	$3,134,985	$0
215	REG090019	GL: ARRA Transit Rehab (SF-Oak 5307)	Regional	Various	$120,342,507	$0
216	REG090020	GL: ARRA Transit Rehab (Concord 5307)	Regional	Various	$14,350,809	$0
217	REG090021	GL: ARRA Transit Rehab (Antioch 5307)	Regional	Various	$5,807,799	$0
218	REG090022	GL: ARRA Transit Rehab (Gilroy-MH 5307)	Regional	Various	$1,598,470	$0
219	REG090023	GL: ARRA Transit Rehab (SF-Oak 5309)	Regional	Various	$48,263,671	$0
220	REG090024	GL: ARRA Transit Rehab (San Jose 5309)	Regional	Various	$4,086,004	$0
221	REG090043	Regional Transportation Marketing	Regional	MTC	$2,373,000	$0
222	REG090047	Performance Monitoring	Regional	MTC	$848,000	$0
223	REG090048	Vallejo Transit: Replace Supervisor Vehicles	Regional	Vallejo	$81,000	$0
224	REG090049	Vallejo Transit: Replace Maintenance Vehicles	Regional	Vallejo	$189,200	$0
225	REG090058	GL: Pvmt Resurf/Rehab SHS - Highway Maint.	Regional	Caltrans	$42,069,000	$22,910,000
226	REG090059	GL: New Freedom FY 08 & FY 09 Large UA	Regional	MTC	$5,750,879	$0
227	REG090064	GL: ARRA Transit Ops & Rehab	Regional	Various	$67,462,879	$0
228	REG090068	GL: JARC FY08/FY09 Small UA and Rural	Regional	MTC	$3,080,883	$3,080,883
229	REG090069	GL: JARC FY07/FY08 Small UA and Rural	Regional	MTC	$1,901,372	$0
230	REG090070	GL: New Freedom FY09 Small & Rural	Regional	MTC	$1,784,564	$1,784,564
231	REG090072	GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor	Regional	Caltrans	$15,496,000	$15,496,000
232	REG110018	Cold In Place Recycling (CIR)	Regional	Napa	$2,300,000	$2,300,000
233	REG110027	GL: Elderly & Persons with Disability Program	Regional	Caltrans	$3,400,129	$3,400,129
234	SCL050006	Mathilda Avenue Bridge Replacement - No. 37C0058	Santa Clara	Caltrans	$33,387,000	$0
235	SCL050011	SR 152 Runoff Pollution Control	Santa Clara	Caltrans	$821,000	$0
236	SCL050033	US 101 / Tully Road Interchange Modifications	Santa Clara	VTA	$64,081,700	$39,354,200
237	SCL050034	US 101 / Capitol-Yerba Buena I/C Modifications	Santa Clara	VTA	$33,556,000	$33,556,000

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
238	SCL050048	CCTV/Video/Laser Intrusion. Detect. Systems	Santa Clara	VTA	$1,423,276	$0
239	SCL050075	Santa Clara Co. - Oregon/Page Mill Expwy Rehab	Santa Clara	Santa Clara Co	$907,492	$0
240	SCL070002	I-880/I-280/Stevens Creek I/C Improvements	Santa Clara	VTA	$66,175,000	$61,175,000
241	SCL070005	Almaden Expressway Improvements	Santa Clara	Santa Clara Co	$5,429,000	$4,679,000
242	SCL070011	Outreach Family Transportation Program	Santa Clara	MTC	$6,427,086	$1,249,850
243	SCL070012	Santa Clara County - Ways to Work Loan Program	Santa Clara	MTC	$840,704	$0
244	SCL070013	Harvey Bear Ranch Trail Development: Ph 2	Santa Clara	Santa Clara Co	$600,000	$0
245	SCL070016	I-880 Widening - SR237 to US101	Santa Clara	VTA	$95,000,000	$75,200,000
246	SCL070017	Auto Repair & Assistance Program	Santa Clara	MTC	$150,000	$0
247	SCL070019	Blossom Hill Rd/Monterey Hwy Ped Bridge	Santa Clara	VTA	$10,500,000	$0
248	SCL070020	US 101 / Tennant Ave Interchange Modifications	Santa Clara	Morgan Hill	$11,133,309	$0
249	SCL070022	East Campbell Avenue Access Master Plan	Santa Clara	Campbell	$3,807,859	$0
250	SCL070023	El Camino Real/Stanford Ave Intersection Imps.	Santa Clara	Palo Alto	$1,668,000	$0
251	SCL070024	US 101 Aux/HOV Lanes - SR 85 to SM County Line	Santa Clara	VTA	$102,300,000	$84,972,000
252	SCL070026	Saratoga - DeAnza Bike/Ped Trail	Santa Clara	Saratoga	$1,992,000	$0
253	SCL070034	Tasman LRT Landscaping	Santa Clara	Milpitas	$1,800,000	$1,800,000
254	SCL070040	San Jose - Jackson Street Pedestrian Imps.	Santa Clara	San Jose	$1,219,300	$0
255	SCL090018	Butterfield Boulevard Extension from Tennant Avenu	Santa Clara	Morgan Hill	$20,637,000	$12,837,000
256	SCL090029	SR 237/I-880 Express Connectors	Santa Clara	VTA	$11,300,000	$3,200,000
257	SCL090033	I-280 Roadway Rehabilitation in San Jose	Santa Clara	Caltrans	$17,056,295	$0
258	SCL090039	VTA: Security Improvements for Light Rail	Santa Clara	VTA	$548,855	$548,855
259	SCL090042	Sunnyvale Downtown Streetscape	Santa Clara	Sunnyvale	$2,618,000	$2,336,750
260	SCL090045	San Carlos Multimodal Streetscape Improvements-P1	Santa Clara	San Jose	$1,843,000	$1,843,000
261	SCL090047	Campbell Winchester Boulevard Streetscape	Santa Clara	Campbell	$1,400,000	$1,400,000

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
262	SCL090065	San Jose: Various Streets Rehabilitation Phase 2	Santa Clara	San Jose	$6,595,534	$0
263	SCL090070	Milpitas: Abbott Avenue Resurfacing	Santa Clara	Milpitas	$783,321	$0
264	SCL090071	Sunnyvale: Homestead Road Asphalt Overlay, Ph. II	Santa Clara	Sunnyvale	$1,224,965	$0
265	SCL090072	Sunnyvale: Sunnyvale/Evelyn Ave/Maria Ln Overlay	Santa Clara	Sunnyvale	$866,709	$0
266	SCL090073	Stanford U Parking Pricing w/ Off-Peak Incentives	Santa Clara	Caltrans	$2,947,500	$0
267	SCL110012	Santa Clara County: Santa Teresa/Hale Rehab	Santa Clara	Santa Clara Co	$3,798,000	$3,798,000
268	SCL110013	Santa Clara County: Expressways Pavement Rehab	Santa Clara	Santa Clara Co	$600,000	$600,000
269	SCL110014	Hendy Ave Complete Street Improvements	Santa Clara	Sunnyvale	$2,750,000	$2,750,000
270	SCL110015	Almaden Expressway Bicycle Signal Detection	Santa Clara	Santa Clara Co	$566,000	$566,000
271	SCL110017	Saratoga Village Ped Enhancement Phase 2	Santa Clara	Saratoga	$1,452,000	$1,452,000
272	SCL110018	Mountain View Church Street Rehabilitation	Santa Clara	Mountain View	$785,000	$785,000
273	SCL110019	Palo Alto 2011 Pavement Program	Santa Clara	Palo Alto	$661,000	$661,000
274	SCL110020	Saratoga Various Streets Pavement Rehabilitation	Santa Clara	Saratoga	$593,000	$593,000
275	SCL110021	Campbell Citywide Arterials and Collectors Rehab	Santa Clara	Campbell	$672,000	$672,000
276	SCL110022	Cupertino Various Streets Rehabilitation	Santa Clara	Cupertino	$602,000	$602,000
277	SCL110023	Los Altos San Antonio Road Microseal	Santa Clara	Los Altos	$308,000	$308,000
278	SCL110024	Sunnyvale Ave/Old San Francisco Road IC Reconst.	Santa Clara	Sunnyvale	$848,000	$848,000
279	SCL110025	Los Gatos University Avenue Rehabilitation	Santa Clara	Los Gatos	$625,000	$625,000
280	SCL110026	Gilroy - Wren Ave and Church Sreet Resurfacing	Santa Clara	Gilroy	$767,000	$767,000
281	SCL110027	City of Santa Clara Various Streets Rehab	Santa Clara	Santa Clara	$1,349,000	$1,349,000
282	SCL110030	San Tomas Aquino Creek Reach 4 New Trail	Santa Clara	Santa Clara	$1,803,000	$1,803,000
283	SCL110031	San Tomas Aquino Creek Spur Trail Imps	Santa Clara	Santa Clara	$2,010,000	$2,010,000
284	SCL110035	San Jose 2012 Streets Resurfacing and Rehab	Santa Clara	San Jose	$9,022,200	$9,022,200
285	SCL110036	Milpitas Abel Street Pedestrian Improvements	Santa Clara	Milpitas	$985,000	$985,000

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
286	SCL110039	Campbell Winchester Blvd Streetscape Phase II	Santa Clara	Campbell	$2,000,000	$2,000,000
287	SCL110049	Gilroy School Crossings, Sidewalks & Bicycle Lanes	Santa Clara	Gilroy	$938,000	$938,000
288	SCL110050	Mountain View VERBS Program	Santa Clara	Mountain View	$565,000	$565,000
289	SCL110052	San Jose Walk N Roll - Non Infrastructure	Santa Clara	San Jose	$1,061,000	$1,061,000
290	SCL110053	Santa Clara VERBS Program	Santa Clara	Santa Clara	$565,000	$565,000
291	SCL110054	Palo Alto Safe Routes to School	Santa Clara	Palo Alto	$660,000	$660,000
292	SCL110055	Escuela Parkway Pedestrian and Bicycle Enhancement	Santa Clara	Milpitas	$568,000	$568,000
293	SCL110056	Safe Routes to Los Altos Hills Schools	Santa Clara	Los Altos Hills	$1,127,000	$1,127,000
294	SCL110059	San Antonio Rd Bridge Rehab - No. 37C0120	Santa Clara	Mountain View	$965,001	$0
295	SCL110061	Uvas Rd Bridge Rehab - No. 37C0093	Santa Clara	Santa Clara Co	$4,557,560	$654,358
296	SCL110094	Stevens Canyon Rd Bridge Rehab - No.37C0576	Santa Clara	Santa Clara Co	$2,430,000	$0
297	SCL110095	Stevens Canyon Rd Bridge Rehab - No. 37C0577	Santa Clara	Santa Clara Co	$2,310,800	$0
298	SCL970002	SR 152 Truck Passing Lane - Part A	Santa Clara	Caltrans	$14,760,000	$0
299	SCL990053	Guaranteed Ride Home Program	Santa Clara	VTA	$6,769,782	$0
300	SCL991060	Caltrain/ACE Santa Clara Train Station	Santa Clara	Caltrain	$9,790,647	$3,707,208
301	SF-010018	Oak and Fell Streets ITMS Project	San Francisco	SFMTA	$1,734,300	$1,135,000
302	SF-050019	Shared Lane Pavement Marking	San Francisco	SFMTA	$718,000	$240,000
303	SF-050032	US 101 - Van Ness Avenue Enhancements	San Francisco	SF DPW	$1,130,000	$0
304	SF-050044	S.F. Value Pricing Study & Pilot	San Francisco	SF County TA	$1,300,000	$0
305	SF-070017	Shuttle Bus Clean Air Retrofits	San Francisco	SF Int Airport	$565,000	$0
306	SF-070020	Muni - Route 108 Treasure Island Service	San Francisco	MTC	$3,068,237	$202,212
307	SF-070022	Operating Assistance - Route 29	San Francisco	MTC	$2,667,560	$0
308	SF-070023	Bayview Hunters Point Community Transportation	San Francisco	MTC	$1,025,049	$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
309	SF-070031	Valencia Streetscape Improvements	San Francisco	SF DPW	$4,660,000	$0
310	SF-070032	Leland Avenue Streetscape Improvements	San Francisco	SF DPW	$4,078,000	$0
311	SF-070039	Divisadero Streetscape and Ped. Improvements	San Francisco	SF DPW	$3,389,000	$0
312	SF-090025	PresidiGo Shuttle CNG Buses	San Francisco	Presidio	$857,133	$0
313	SF-090028	Congestion Pricing Study and Coordination	San Francisco	SF County TA	$516,374	$0
314	SF-090033	San Francisco: Jones Street Pavement Renovation	San Francisco	SF DPW	$1,410,277	$0
315	SF-090034	San Francisco: Turk Street Pavement Renovation	San Francisco	SF DPW	$1,195,042	$0
316	SF-090044	San Francisco: Divisadero St Pavement Renovation	San Francisco	SF DPW	$5,784,831	$0
317	SF-090045	San Francisco: 7th Ave/Laguna Honda Pvmt Renov	San Francisco	SF DPW	$2,787,467	$0
318	SF-090046	San Francisco: Geary Blvd Intersections Paving	San Francisco	SF DPW	$524,462	$0
319	SF-090047	San Francisco: Bush Street Pavement Renovation	San Francisco	SF DPW	$3,685,000	$0
320	SF-090048	San Francisco: Various Locations Curb Ramps Imps 1	San Francisco	SF DPW	$782,592	$0
321	SF-090049	San Francisco: Holloway Avenue Curb Ramps	San Francisco	SF DPW	$514,204	$0
322	SF-090050	San Francisco - Corbin Place Stair Replacement	San Francisco	SF DPW	$450,000	$0
323	SF-090052	Williams Avenue Pavement Renovation	San Francisco	SF DPW	$990,672	$0
324	SF-090053	Various Locations Curb Ramps #2	San Francisco	SF DPW	$651,921	$0
325	SF-991031	Bayview Connections Project.	San Francisco	SFMTA	$4,002,651	$0
326	SM-050036	SamTrans - Replacement of the 1993 Gillig Fleet	San Mateo	SamTrans	$69,150,960	$5,520,517
327	SM-050045	Atherton Channel Trail and Bridge	San Mateo	Atherton	$132,000	$132,000
328	SM-070001	Redwood City - El Camino Real/Broadway Streetscape	San Mateo	Redwood City	$1,265,000	$0
329	SM-070003	SR 82-El Camino Real Signal Coordination	San Mateo	Caltrans	$7,135,000	$6,295,000
330	SM-070005	US 101 Belmont Bike/Ped Bridge	San Mateo	Belmont	$8,230,194	$0
331	SM-070023	Public Transportation Workshops	San Mateo	MTC	$74,783	$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
332	SM-070024	San Mateo County Transportation Assistance Prog	San Mateo	MTC	$284,000	$0
333	SM-070025	Fair Oaks Community Shuttle	San Mateo	MTC	$611,488	$0
334	SM-070033	Signal Replacement and Upgrade Program	San Mateo	Caltrain	$1,847,561	$0
335	SM-070034	Caltrain Systemwide Station Improvements	San Mateo	Caltrain	$1,500,000	$0
336	SM-070047	Caltrain Bridge Rehabilitation Program	San Mateo	Caltrain	$1,031,645	$0
337	SM-090017	El Camino Real & Victoria Ave Pedestrian Crossing	San Mateo	Millbrae	$481,000	$405,000
338	SM-090019	SAMTRANS: Service Support Vehicles	San Mateo	SamTrans	$322,000	$322,000
339	SM-090020	San Mateo County Bike and Ped. Enhancements	San Mateo	San Mateo Co	$200,000	$200,000
340	SM-090042	SamTrans: Replacement of 10 Paratransit Minivans	San Mateo	SamTrans	$504,913	$504,913
341	SM-090044	Highway 1 Median Landscaping	San Mateo	Half Moon Bay	$363,000	$363,000
342	SM-090052	San Bruno: Various Resurfacing & Overlays	San Mateo	San Bruno	$959,000	$0
343	SM-110008	Burlingame Ave. and Broadway Districts Streetscape	San Mateo	Burlingame	$370,000	$370,000
344	SM-110013	SSF - 2010 Various Street Resurfacing Project	San Mateo	SSF	$1,715,000	$1,715,000
345	SM-110015	Redwood City - 2010-2011 Street Overlay Program	San Mateo	Redwood City	$1,883,000	$1,883,000
346	SM-110016	Burlingame - Federal Grant Street Resurfacing	San Mateo	Burlingame	$418,000	$418,000
347	SM-110017	Daly City Street Rehab Program	San Mateo	Daly City	$1,296,000	$1,296,000
348	SM-110018	San Bruno Various Streets Resurfacing	San Mateo	San Bruno	$540,000	$540,000
349	SM-110020	San Mateo Co. Pavement Program	San Mateo	San Mateo Co	$1,700,000	$1,700,000
350	SM-110021	San Mateo Street Rehab of Various Fed. Aid Routes	San Mateo	San Mateo	$1,518,000	$1,518,000
351	SM-110026	Skyway/Shoreway Bike Route Improvements	San Mateo	Redwood City	$289,200	$289,200
352	SM-110029	Pacifica FY 2010-2011 Pavement Rehab Program	San Mateo	Pacifica	$1,006,000	$1,006,000
353	SM-110046	Four Caltrain Bridges Seismic Retrofit	San Mateo	Caltrain	$4,943,088	$0
354	SM-110052	SAMTRANS - Replace 10 2005 El Dorado 22' Cutaways	San Mateo	SamTrans	$1,505,437	$1,505,437

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
355	SM-110056	SAMTRANS: Capital Maintenance-Fuel	San Mateo	SamTrans	$4,183,255	$4,183,255
356	SOL010033	Vallejo Transit: 54 Catalyst Devices Acquisitions	Solano	Vallejo	$1,868,000	$0
357	SOL010035	Vacaville Transit: AVL/Annunciator Technology	Solano	Vacaville	$1,209,000	$0
358	SOL030001	Dixon Multimodal Transp. Center	Solano	Dixon	$2,948,000	$0
359	SOL030019	Vallejo Transit: Preventive Maintenance	Solano	Vallejo	$11,028,850	$0
360	SOL030021	Vallejo Transit: Ferry Fueling Facility	Solano	Vallejo	$2,500,000	$0
361	SOL030023	Vallejo Transit: Ferry Fixed Guideway Connectors	Solano	Vallejo	$1,724,094	$0
362	SOL050005	SR 12 Truck Climbing Lane	Solano	Caltrans	$25,013,000	$0
363	SOL050023	Vallejo Station - Pedestrian Links	Solano	Vallejo	$2,340,000	$0
364	SOL050038	Vallejo Transit: Replace 5 1983 40' RTS buses	Solano	Vallejo	$2,365,895	$0
365	SOL050039	Vallejo Transit: Replace 10 Paratransit Vans	Solano	Vallejo	$1,170,296	$445,278
366	SOL050040	Vallejo Transit: Replace Buses	Solano	Vallejo	$11,596,886	$921,200
367	SOL050047	Replacement - Rolling Stock Diesel Electric	Solano	Vallejo	$1,278,821	$0
368	SOL050050	Vallejo Transit: Bus Shelters	Solano	Vallejo	$125,000	$0
369	SOL050057	Jepson Parkway Gateway Enhancements	Solano	Vacaville	$350,000	$230,000
370	SOL070016	Fairfield Transportation Assistance	Solano	MTC	$64,000	$0
371	SOL070017	Solano County Kids Shuttle	Solano	MTC	$150,000	$0
372	SOL070019	Rio Vista - Signage Improvement Program	Solano	Rio Vista	$126,000	$115,000
373	SOL070025	Ferry Terminal Maintenance Dredging	Solano	Vallejo	$900,000	$0
374	SOL070035	SolTrans: Shop Truck Replacement	Solano	SolTrans	$30,000	$0
375	SOL070040	Office Equipment	Solano	Vallejo	$168,000	$0
376	SOL070041	Service Vehicles	Solano	Vallejo	$60,000	$0
377	SOL070042	Fixed/Heavy Equipment	Solano	Vallejo	$392,000	$0
378	SOL070043	Maintenance/Operating Facilities	Solano	Vallejo	$682,725	$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
379	SOL070044	Revenue Vehicle Rehabilitation	Solano	Vallejo	$410,000	$0
380	SOL090002	Davis Street Widening	Solano	Vacaville	$1,360,000	$1,230,000
381	SOL090004	McGary Road Improvements	Solano	Fairfield	$3,003,000	$0
382	SOL090026	Vacaville: Replace 5 Medium-Duty CNG Buses	Solano	Vacaville	$2,270,000	$2,270,000
383	SOL090027	Solano County - 2011 Pavement Overlay Program	Solano	Solano County	$2,042,000	$2,042,000
384	SOL110010	Fairfield: Various Streets Overlay (2011 STP LSR)	Solano	Fairfield	$1,598,000	$1,598,000
385	SOL110011	Suisun City: Pintail Drive Resurfacing	Solano	Suisun City	$494,000	$494,000
386	SOL110013	Linear Park Alternate Route: Nightingale Drive	Solano	Fairfield	$280,000	$280,000
387	SOL110014	Vallejo: Various Streets Overlay (2011 STP LS&R)	Solano	Vallejo	$2,552,000	$2,552,000
388	SOL110015	Benicia: Various Streets OL and Patching (STP LSR)	Solano	Benicia	$470,000	$420,000
389	SOL110016	Vacaville: Various Streets Pvt Resurfacing/Rehab	Solano	Vacaville	$1,616,000	$1,616,000
390	SOL110017	Solano County: Overlay Various Streets	Solano	Solano County	$1,918,000	$1,918,000
391	SOL110018	Education and Encouragement School Route Maps	Solano	STA	$283,000	$283,000
392	SOL110022	SR12 - Rio Vista Bridge Study	Solano	Rio Vista	$147,000	$147,000
393	SOL990040	Vallejo Transit: ADA Paratransit Operating Subsidy	Solano	Vallejo	$8,930,093	$786,029
394	SOL991055	Vallejo: Bus Maintenance Facility Rehab	Solano	Vallejo	$2,024,601	$0
395	SOL991066	Eastern Solano / SNCI Rideshare Program	Solano	STA	$936,000	$0
396	SON050011	Sonoma County - Various Streets Rehabilitation	Sonoma	Sonoma County	$16,559,000	$0
397	SON070001	Rohnert Park - City Center Plaza Pedestrian Imps	Sonoma	Rohnert Park	$1,829,000	$0
398	SON070011	Santa Rosa City Bus: Hybrid Electric Bus Purchase	Sonoma	SantaRosa Bus	$6,412,346	$2,650,000
399	SON070021	Roseland Route 19 - New Bus Service	Sonoma	MTC	$1,671,149	$0
400	SON090010	Petaluma Transit Bus Replacement - (2) 30' Diesel	Sonoma	Petaluma	$795,635	$0
401	SON090011	Petaluma Transit Bus Replacement - (1) Cutaway Van	Sonoma	Petaluma	$109,975	$0

Projects Being Archived Before 2013 TIP Approval (cont.)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2011 TIP Cost
402	SON090015	Sebastopol: Various Streets Overlays	Sonoma	Sebastopol	$798,023	$0
403	SON090022	Rohnert Park: Various Streets Rehabilitation	Sonoma	Rohnert Park	$1,371,551	$0
404	SON090028	Sonoma County - FY 2010 Various Streets Rehab	Sonoma	Sonoma County	$2,695,994	$0
405	SON090031	Sixth Street Bicycle and Pedestrian Linkage	Sonoma	Santa Rosa	$1,067,000	$1,067,000
406	SON090033	Santa Rosa: Mission Blvd/Range Ave Pavement Rehab	Sonoma	Santa Rosa	$2,307,758	$1,217,874
407	SON110009	Sonoma County 2010 Pavement Preservation Program	Sonoma	Sonoma County	$5,582,000	$5,582,000
408	SON110010	Arlen Drive and East Cotati Avenue Overlays	Sonoma	Rohnert Park	$1,112,000	$1,112,000
409	SON110011	Santa Rosa Citywide Pavement Overlays	Sonoma	Santa Rosa	$2,753,000	$2,633,000
410	SON990001	Son 101 HOV - SR 12 to Steele Lane	Sonoma	Caltrans	$133,822,000	$0
411	VAR030001	Elderly & Persons with Disability Program	Regional	Caltrans	$18,497,597	$0
412	VAR030002	GL: FTA Non-Urbanized Formula Program	Regional	Caltrans	$25,297,403	$7,060,081
413	VAR110041	GL: FTA Non-Urbanized Formula Program	Regional	Caltrans	$10,350,851	$10,350,851
414	VAR991003	GL: Safety Improvements - SHOPP Mandates	Regional	Caltrans	$217,579,000	$13,665,000
415	VAR991004	GL: Emergency Response (ER) - State	Regional	Caltrans	$202,250,000	$1,000,000
416	VAR991005	GL: Bridge Rehab and Reconstruction - SHOPP	Regional	Caltrans	$1,741,003,000	$69,860,000
417	VAR991007	GL: Bridge Rehab/Recon. - Highway Bridge Program	Regional	Caltrans	$292,299,527	$74,881,860
418	VAR991009	GL: Railroad/Highway Crossings	Regional	Caltrans	$25,616,809	$2,273,617
419	VAR991010	GL: Hazard Elimination and Safety Program - HES	Regional	Caltrans	$41,905,000	$0

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2013 TIP Detail

Grouped Listings in the 2013 TIP

The full report of the

Grouped Listing

can be viewed as Appendix A-43 on MTC's website at

http://www.mtc.ca.gov/funding/tip/2013/Appendices.htm

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2013 TIP Detail

Projects Compliant with Americans with Disabilities Act (ADA) Requirements

Projects Compliant with Americans with Disabilities Act (ADA) Requirements

SI No.	TIP ID	Sponsor	County	Key Stations /Systemwide	Project Name	Project Description
1	ALA090035	LAVTA	Alameda	Systemwide	LAVTA - Replace 3 Paratransit Vehicles	LAVTA - Replace 3 El Dorado Paratransit Vehicles of 2002 Vintage 22 foot diesel cutaways.
2	ALA110105	AC Transit	Alameda	San Leandro BART	San Leandro BART - Transit Access Improvements	San Leandro: At San Leandro BART Station: Make bus, pedestrian, and bicycle access improvements in preparation for the implementation of the East Bay Bus Rapid Transit.
3	ALA990052	AC Transit	Alameda	Systemwide	AC Transit Paratransit Van Depreciation	AC Transit: Amortized cost of replacing vans used for AC Transit paratransit service. Vans are operated and replaced by paratransit contractor. FTA funds programmed annually in lieu of programming for replacing vans at end of useful life.
4	ALA990076	AC Transit	Alameda	Systemwide	AC Transit: ADA Paratransit Assistance	AC Transit: ADA Paratransit Operating Subsidy.
5	ALA990077	LAVTA	Alameda	Systemwide	LAVTA: ADA Paratransit Operating Subsidy	LAVTA: ADA Paratransit Operating Subsidy
6	BRT99T01B	BART	Regional	Systemwide	ADA Paratransit Capital Accessibility Improve	BART: At various stations: Capital Access Improvements Program including, station elevator improvements, installation of hands-free emergency telephones, and tactile stair tread replacement
7	CC-030035	ECCTA	Contra Costa	Systemwide	Tri-Delta: ADA Operating Assistance	Tri-Delta: Operating assistance to fund ADA Set Aside requirement.
8	CC-070092	ECCTA	CC	Systemwide	ECCTA: Transit Bus Replacements	Tri-Delta Transit: Replace 42 transit buses with similar buses.
9	CC-110062	CCCTA	Contra Costa	Systemwide	CCCTA: Replace 4 LINK Vans	CCCTA: Replace 4 2004 cut-away vans
10	CC-110063	CCCTA	Contra Costa	Systemwide	CCCTA: Replace 4 Minivans	CCCTA: Replace 4 2004 mini-vans used for paratransit operations.

Projects Compliant with Americans with Disabilities Act (ADA) Requirements (cont'd)

SI No.	TIP ID	Sponsor	County	Key Stations /Systemwide	Project Name	Project Description
11	CC-110096	CCCTA	Contra Costa	Systemwide	CCCTA - Replace 6 22' Paratransit Vans	CCCTA: Replace 6 paratransit vans that have reached the end of their useful life
12	CC-110097	CCCTA	Contra Costa	Systemwide	CCCTA - Replace 4 Paratransit Minivans	CCCTA: Replaces 4 paratransit minivans.
13	CC-990045	WCCTA	Contra Costa	Systemwide	WCCTA: ADA Paratransit Operating Subsidy	WCCTA: ADA Paratransit Operating Subsidy
14	CC-99T001	CCCTA	Contra Costa	Systemwide	CCCTA: ADA Paratransit Assistance	CCCTA: ADA Paratransit Assistance to transit agency.
15	MRN090033	GGBHTD	Marin	Systemwide	Golden Gate Transit: ADA Paratransit Assistance	Golden Gate Transit: ADA Paratransit Assistance
16	MRN090035	GGBHTD	Marin	Systemwide	GGBHTD: Replace 7 - 2005 Paratransit Vans	GGBHTD: Replace 7 - 2005 cutaway paratransit vans that have reached the end of their useful life with 7 cutaways.
17	MRN110004	MCTD	Marin	Systemwide	Local Bus Stop Revitalization in Marin County	Marin County: Various Locations: Bring outdated local bus stops into compliance with current accessibility and passenger amenity standards
18	MRN110028	GGBHTD	Marin	Systemwide	GGBHTD - Replace 3 - 2005 Paratransit Vans	GGBHTD: Replace 3 - 2005 paratransit vans that have reached the end of their useful life.
19	MRN110044	MCTD	Marin	Systemwide	Marin Transit - Replace 13 Paratransit Vehicles	Marin Transit: Replace 13 Paratransit vehicles
20	MRN110047	MCTD	Marin	Systemwide	MCTD- ADA Paratransit Assistance	MCTD: ADA Paratransit Assistance to transit agency.
21	NAP030004	NCTPA	Napa	Systemwide	NCTPA: ADA Operating Assistance	Napa: ADA operating assistance for paratransit service

Projects Compliant with Americans with Disabilities Act (ADA) Requirements (cont'd)

SI No.	TIP ID	Sponsor	County	Key Stations /Systemwide	Project Name	Project Description
22	NAP030005	NCTPA	Napa	Systemwide	Napa: Bus Stop Improvements	Napa Vine: Various bus stop improvements throughout the Napa County transit service areas. Add City/County Bus Passenger Amenities especially ADA Bus Stop Improvements.
23	NAP090005	NCTPA	Napa	Systemwide	NCTPA: Replace Rolling Stock	NCTPA: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet.
24	SCL050045	VTA	Santa Clara	Systemwide	VTA: ADA Bus Stop Improvements	VTA: Various Locations: Construct ADA bus stop improvements. Improvements include wheelchair access improvements and improved lighting and signage.
25	SCL050046	VTA	Santa Clara	Systemwide	VTA: ADA Operating Set Aside	VTA: ADA operating assistance set aside.
26	SF-090035	SFMTA	San Francisco	Systemwide	SFMTA: Paratransit Vehicle Replacements	SFMTA: Paratransit service across San Francisco; preserve service and replace 67 paratransit vehicles
27	SF-990022	SFMTA	San Francisco	Systemwide	SFMTA: ADA Paratransit operating support	Muni: ADA Paratransit Operating Subsidy.; provides funding for increased van/taxi services to people with disabilities who are prevented from using Muni's fixed route services.
28	SM-050040	Caltrain	San Mateo	Systemwide	Caltrain: ADA Operating Set-aside	Caltrain: ADA Paratransit Operating assistance set-aside
29	SM-110070	SamTrans	San Mateo	Systemwide	SAMTRANS: Replacement of 14 2009 Minivans	SAMTRANS: Replace 14 2009 para-transit minivans that have exceeded their useful life.
30	SM-990026	SamTrans	San Mateo	Systemwide	SAMTRANS: ADA Paratransit Operating Subsidy.	SAMTRANS: ADA Paratransit Operating Subsidy.
31	SOL110025	SolTrans	Solano	Systemwide	SolTrans: ADA Paratransit Operating Subsidy	SolTrans: ADA Paratransit Operating Subsidy

Projects Compliant with Americans with Disabilities Act (ADA) Requirements (cont'd)

SI No.	TIP ID	Sponsor	County	Key Stations /Systemwide	Project Name	Project Description
32	SOL110027	Fairfield	Solano	Systemwide	Transit Vehicle Replacement	City of Fairfield: replace buses in its fleet that are beyond their useful lives with Americans with Disabilities Act (ADA) and California Air Resource Board (CARB) compliant vehicles.
33	SON030012	SantaRosa Bus	Sonoma	Systemwide	Santa Rosa City Bus: Transit Enhancements	Santa Rosa: Various Locations: Upgrade and improve transit facilities including amenities, accessibility, ADA compliance, pedestrian and bicycle access
34	SON050021	Son Co Transit	Sonoma	Systemwide	Sonoma County Transit: Bus Stop Improvement	Sonoma County Transit: Throughout the service area: Acquire and install new bus stop shelters plus other improvements to bus stops
35	SON070012	SantaRosa Bus	Sonoma	Santa Rosa Downtown Transit Mall	Downtown Transit Mall Connectivity Improvements	Santa Rosa: Downtown Transit Mall; Various improvements including NextBus LED signage, maps, real-time transit information, kiosks, concessions, improved lighting, benches and public art, and ADA
36	SON090029	Petaluma	Sonoma	Systemwide	Petaluma Paratransit: Replace 2 Vans	In Petaluma: Purchase (2) replacement paratransit vans for Petaluma Paratransit.
37	SON110051	Petaluma	Sonoma	Systemwide	Petaluma: Replace 2 Paratransit Cutaways FY13	In Petaluma: Replace two (2) paratransit vans for Petaluma Paratransit.
38	SON110052	Petaluma	Sonoma	Systemwide	Petaluma: Replace 2 Paratransit Cutaways FY14	In Petaluma: Replace two (2) paratransit vans for Petaluma Paratransit

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2013 TIP Detail

Air Quality Exempt Codes

Air Quality Exempt Codes

Exempt Code	Description of Exempt Code
0	Non-Exempt Project
1.01	Railroad/highway crossing
1.02	Hazard Elimination Program
1.03	Safer non-Federal-aid system roads
1.04	Shoulder Improvements
1.05	Increasing Sight Distance
1.06	Safety Improvement Program
1.07	Traffic control devices and operating assistance other than signalization projects
1.08	Railroad/highway crossing warning devices
1.09	Guardrails, median barriers, crash cushions
1.10	Pavement resurfacing and/or rehabilitation
1.11	Pavement marking demonstration
1.12	Emergency Relief (23 U.S.C. 125)
1.13	Fencing
1.14	Skid treatments
1.15	Safety roadside rest areas
1.16	Adding medians
1.17	Truck climbing lanes outside the urbanized area
1.18	Lighting improvements
1.19	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
1.20	Emergency truck pullovers
2.01	Operating assistance to transit agencies
2.02	Purchase of support vehicles
2.03	Rehabilitation of transit vehicles
2.04	Purchase of office, shop, and operating equipment for existing facilities
2.05	Purchase of operating equipment for vehicles (e.g. radios, Fareboxes, lifts, etc.)
2.06	Construction or renovation of power, signal, and communications systems
2.07	Construction of small passenger shelters and information kiosks
2.08	Reconstruction or renovation of transit buildings and structures
2.09	Rehabilitation or reconstruction of track structures, track, and trackbed in existing right of way
2.10	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
2.11	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771
3.01	Continuation of ride-sharing and van-pooling promotion activities at current levels
3.02	Bicycle and pedestrian facilities
4.01	Specific activities which do not involve or lead directly to construction
4.02	Grants for training and research
4.03	Planning activities conducted pursuant to titles 23 and 49 U.S.C.

Air Quality Exempt Codes (cont.)

Exempt Code	Description of Exempt Code
4.04	Federal Aid systems revisions
4.05	Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
4.06	Noise attenuation
4.07	Emergency or hardship advance land acquisitions (23 CFR 712.204(d))
4.08	Acquisition of scenic easements
4.09	Plantings, landscaping, etc.
4.10	Sign removal
4.11	Directional and informational signs
4.12	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities
4.13	Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity
5.01	Intersection Channelization projects
5.02	Intersection signalization projects and individual intersections
5.03	Changes in vertical and horizontal alignment
5.04	Interchange reconfiguration projects
5.05	Truck size and weight inspection stations
5.06	Bus terminals and transfer points
5.07	Traffic signal synchronization projects
90.00	TCM2 Related (Non-exempt project)

APPENDIX A – 46

2013 TIP Detail

TIP Revision Process and Procedures

Metropolitan Transportation Commission
2013 Transportation Improvement Program (TIP)
Revision Process and Procedures

The following is an excerpt from the Public Participation Plan (MTC Resolution No. 3821—see Appendix A-4). The Public Participation Plan was updated on December 15, 2010 following approval of the 2011 TIP to address changes in the MTC advisory committee structure, Title VI requirements, and technical changes in other areas. Furthermore, on June 3, 2011, FHWA and FTA issued changes to the FSTIP/TIP Administrative Modifications and Amendment Procedures. The TIP Revision Process and Procedures have been updated to incorporate provisions in the updated Public Participation Plan and the updated FSTIP/TIP Administrative Modifications and Amendment Procedures. These procedures are attached and posted on the internet at: http://www.mtc.ca.gov/funding/tip/

Updating and Revising the TIP

Federal regulations require that the TIP be updated at least once every four years. From time to time, circumstances dictate that revisions be made to the TIP between updates. MTC will consider such revisions when the circumstances prompting the change are compelling, and the change will not adversely affect transportation-air quality conformity or negatively impact the financial constraint findings of the TIP. These regulations can be viewed on MTC's website at http://www.mtc.ca.gov/funding/tip/tiprevisionprocedures.pdf.

In addition to a TIP update, revisions to the TIP may occur as TIP Amendments, TIP Administrative Modifications, or TIP Technical Corrections. The criteria for Administrative Modifications and Amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration, Federal Transit Administration, and Caltrans agreed on Amendment and Administrative Modification Guidelines on November 17, 2008 and revised these guidelines on June 3, 2011. The guidelines are posted online at: www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/amend_mod_procedures_approval.pdf. Further explanation about TIP updates and how the types of revisions are processed are shown in the narrative below and table that follows.

- **TIP Update**

  This is a complete update of the existing TIP, to reflect new or revised transportation investment strategies and priorities. An update of the TIP is required at least once every four years. Because all projects included in the TIP are consistent with the RTP, MTC's extensive public outreach for development of the RTP is reflected in the TIP as well. The TIP implements, in the short-term, the financially constrained element of the RTP and is responsive to comments received during the development of the RTP. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **TIP Amendment**

  This is a revision that involves a major change to the TIP, such as the addition or deletion of a project; a major change in project cost or project/project phase initiation date; or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination. Amendments requiring a transportation-air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **TIP Administrative Modification**

  An administrative modification includes minor changes to a project's costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or conformity determination.

- **TIP Technical Correction**

  Technical corrections may be made by MTC staff as necessary. Technical corrections are not subject to an administrative modification or an amendment, and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; or changes to correct simple errors or omissions including data entry errors. These technical corrections cannot significantly impact the cost, scope, or schedule within the TIP period, nor will they be

subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

Updating and Revising the Transportation Improvement Program (TIP)

TIP Update
❶ Notify public of opportunities to participate via U.S. mail; use appropriate lists within MTC's database, including list of Regional Transportation Plan participants Also notify the public using such methods as local media outlets; electronic-mailings to stakeholder and advocacy groups; the TIP-INFO Notification (e-mail); or via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP.
❷ Notify Bay Area Partnership technical committees or working groups Conduct Intergovernmental consultation, as appropriate.
❸ Release Draft TIP for 30-day public review and comment period ▪ Draft TIP available for viewing in MTC Library; and mailed to major libraries throughout the Bay Area ▪ Posted on MTC website for public review and comment Extend public review period by 5-days if final TIP differs significantly from draft TIP and the changes are considered material differences.
❹ Respond to significant comments; MTC's response compiled into an appendix in the final TIP.
❺ Review by an MTC standing committee, typically the Programming & Allocations Committee (a public meeting); referral to Commission.
❻ Adoption by Commission at a public meeting. Approval by Caltrans. Approval by Federal Highway and Federal Transit Administrations (FHWA/FTA).
❼ Notify the public about the Commission's action with electronic mailings, including via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP.

TIP Amendment
❶ Notify public via TIP-INFO Notification (e-mail) or other electronic notification methods.
❷ Notify Bay Area Partnership technical committees or working groups Available for viewing in MTC Library Posted on MTC website for public review
❸ • Amendments deleting or adding a project or changing an existing project that is subject to a new air quality conformity analysis: o 30-day public review and comment period, with review by an MTC standing committee at a public meeting; and o Approval by the full Commission at a public meeting. • Amendments deleting or adding a project that is *not* subject to an air quality conformity analysis (such as a roadway rehabilitation): o Review and approval by an MTC standing committee or the full Commission at a public meeting. • An amendment changing an existing project that is not subject to an air quality conformity analysis, or changing an existing grouped project listing (such as the highway bridge program), or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues: o Approval by the MTC Executive Director or designee, following 5-day notice on MTC's website, **or** o Review and approval by an MTC standing committee or the full Commission at a public meeting.
❹ Approval by Caltrans Approval by FHWA/FTA Notify public via TIP-INFO Notification or via an electronic subscription system open to anyone who requests to be kept informed about the TIP.

TIP Administrative Modification
❶ No public review.
❷ Approval by MTC Executive Director or designee by delegated authority (authority is delegated by the Federal Highway Administration or Federal Transit Administration), or Caltrans
❸ After approval, notify Bay Area Partnership technical committees or working groups.
❹ After approval: • post in MTC Library • post on MTC website • notify public via TIP-INFO Notification or via an electronic subscription system open to anyone who requests to be kept informed about the TIP.

TIP Technical Correction
❶ No public review.
❷ Technical corrections by staff.
❸ No approval required.

Federal Transit Administration Program of Projects Public Participation Requirements

Federal transit law and joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307 funds must meet. This Public Participation Plan follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements of the Section 5307 Program.

TIP Revision Request Submittal

To request a TIP revision, a project sponsor must log onto MTC's Fund Management System (FMS), MTC's web based programming application tool. The project sponsor identifies the project that needs to be amended, makes the necessary changes and submits the proposal to MTC for review. Likewise, to propose a new project, the project sponsor creates a new project and submits the project proposal to MTC using FMS.

MTC staff reviews the submitted application or amendment proposal for compliance with federal regulations, statute, and regional polices, including funding completeness, impacts to air quality, financial constraint and for compliance with other federal, state and regional requirements before forwarding the submitted application or amendment for approval.

If the proposal is found not to conform to the guidelines (revision process guidelines; fund specific guidelines; Air Quality and conformity regulations), it is sent back to the project sponsor. Generally, changes that require a new Air Quality conformity analysis, as determined through the Interagency Consultation process, are held until the next TIP update. (See page 34 of the Public Participation Plan in Appendix A-4.)

Revision Approval Authority

Staff have the authority to make technical corrections, and the Executive Director and/or a Deputy Director has signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by the California Department of Transportation (Caltrans) and to forward TIP amendments once approved by the Commission to the appropriate state and federal agencies for review and approval.

Fund Management

Federal funds are to be programmed in the TIP, up to the apportionment level for that fiscal year for that fund source, within the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), or awarded in a FTA grant. This ensures proper management of federal Obligation Authority (OA) against program apportionment levels within the region and ensures that OA is available for projects that are programmed in a particular fiscal year.

It is the responsibility of the project sponsor to ensure the funds can be used within the deadlines established by regional, state and federal requirements and that the provisions of MTC's regional project funding-delivery policy can be met (MTC Resolution No. 3606). It is also the responsibility of the project sponsor to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner.

Contact

For questions on the TIP revision process contact either:

Srikalyani Srinivasan
(510) 817-5793
ssrinivasan@mtc.ca.gov.

or

Adam Crenshaw
(510) 817-5794
acrenshaw@mtc.ca.gov

A copy of this document is available on the Internet at: http://www.mtc.ca.gov/funding/tip/

Attachment: FSTIP/FTIP Amendment and Administrative Modification Procedures

U.S. Department of Transportation
Federal Highway Administration

Federal Highway Administration
California Division

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

June 3, 2011

In Reply Refer To:
HDA-CA

Doc ID: 62,530

Mr. Malcolm Dougherty, Acting Caltrans Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Federal Resources Office, M.S. 82
For Rachel Falsetti, Division of Transportation Programming

SUBJECT: Revised Federal – Federal Statewide Transportation Improvement Program (FSTIP) and Federal Transportation Improvement Program (FTIP) Amendment and Administrative Modification Procedures

In our letter dated November 17, 2008, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) provided the California Department of Transportation (Caltrans) procedures on the FSTIP/FTIP Administration Modification and Amendment process.

Working in coordination with Caltrans, FTA and FHWA have revised the FSTIP/FTIP Administration Modification and Amendment Procedures. The enclosed revised procedures provide much more flexibility, and in the spirit of FHWA's Every Day Counts Initiative, should shorten project delivery time by allowing for fewer formal amendments which generally take longer to process.

The revised procedures detail what specific types of programming changes to the FSTIP/FTIPs may be made as administrative modifications, for which approval has been delegated to the State, and what changes must be submitted to FHWA and/or FTA for approval as formal amendments. These procedures are intended to offer more flexibility to Caltrans and the Metropolitan Planning Organizations (MPOs) as well as clarify the parameters of an administrative modification.

Throughout the FSTIP/FTIP Administration Modification and Amendment Procedures update process, the FHWA and FTA have been very pleased with our partnership with Caltrans. This effort highlights Caltrans' continued dedication to the stewardship of the Federal-aid Program. More specifically, the FHWA and FTA extend great appreciation to Caltrans Office of Federal Transportation Management Program Chief, Mr. Muhaned Aljabiry and his staff.

If you have any questions regarding the attached procedures, please contact Ray Sukys, FTA, at 415-744-2802 (Raymond.Sukys@dot.gov) or Sue Kiser, FHWA, at 916-498-5009 (Sue.Kiser@dot.gov).

Sincerely,

Leslie T. Rogers
Regional Administrator
Federal Transit Administration

For
Robert F. Tally Jr.
Acting Division Administrator
Federal Highway Administration

Enclosure

cc: (e-mail)
Muhaned Aljabiry, Caltrans Programming
Abhijit Bagde, Caltrans Programming
Ray Sukys, FTA
Ted Matley, FTA
Scott Carson, FHWA
Cecilia Crenshaw, FHWA
Jermaine Hannon, FHWA
Wade Hobbs, FHWA
Sue Kiser, FHWA
Aimee Kratovil, FHWA
Michael Morris, FHWA
Stew Sonnenberg, FHWA
Joseph Vaughn, FHWA

JRH/km

FSTIP/FTIP Administrative Modifications and Amendments Procedures

The following procedures are applicable for processing amendments and administrative modifications to the Federal – Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Programs (FTIPs).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the MPOs in accordance with 23 CFR 450, and the required interagency consultation or coordination is accomplished and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

1. Administrative Modifications:

   An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, a demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the FSTIP/FTIP can be processed through administrative modifications:

   i. Revise description of a project or a grouped project listing without changing the project scope or without conflicting with the approved environmental document;
   ii. Revise the funding amount listed for a project or a project phase. Additional funding is limited to the lesser of 40 percent of the total project cost or $10 million. Programming capacity must be available in the FSTIP/FTIP prior to programming the modification and stated in the supporting documentation, See Table below for examples;

   *(**Note:** Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint, if a MPO has processed only Administrative Modifications for a period of six months or more.)*

Initial Project Cost	New Project Cost	Total Sum Increase	% Change in Cost	% Change < or = 40%	Total Sum Increased is < or = $10M	Type of Amendment (Formal or Administrative)
$1,000,000	$1,400,000	$400,000	40%	Yes	Yes	Administrative
$10,000,000	$15,000,000	$5,000,000	50%	No	Yes	Formal
$500,000,000	$510,000,000	$10,000,000	2%	Yes	Yes	Administrative
$100,000	$140,000	$40,000	40%	Yes	Yes	Administrative
$400,000	$1,000,000	$600,000	150%	No	Yes	Formal
$2,500,000	$3,000,000	$500,000	20%	Yes	Yes	Administrative

   iii. Program Preliminary Engineering (PE) phase, provided the Right of Way and/or Construction phase(s) are already programmed in the current

FSTIP/FTIP and additional funding amounts stay within the limits specified in Section ii.

(Note: Activities done prior to Federal Authorization are not eligible for Federal participation.)

iv. A cost decrease has no cap as long as reduction in cost does not result in deletion of a project or a phase, and the affected project phase is still fully funded.
v. Change source of funds.
vi. Change a project lead agency.
vii. Program Federal funds for Advance Construction conversion, programming capacity must be available in the FSTIP/FTIP prior to programming the conversion.
viii. Change the program year of funds within the current FSTIP/FTIP provided MPO has adopted EPSP in accordance with 23 CFR 450.
ix. Split or combine an individually listed project or projects, provided that the schedule and scope remain unchanged.
x. Change grouped project listings description as long as it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
xi. Add or delete a project or projects from a grouped project listing, provided the funding amount stays within the limits specified in Section ii.
xii. Program emergency repair projects on the state highways as a result of a natural disaster or catastrophic failure from an external cause, and that are not covered by the Emergency Relief Program, provided that these projects are exempt from Air Quality Conformity Requirements.
xiii. Re-program a project for which FHWA funds were transferred to FTA in the prior FSTIP/FTIP and FTA has not approved the grant yet. The project can be programmed in the current FSTIP/FTIP via an administrative modification provided there is no change in the original scope or cost. Program the project using fund type "FTA 5307 (FHWA Transfer Funds)" in the FSTIP/FTIP.
xiv. Program an FTA funded project from the prior FSTIP/FTIP into the current FSTIP/FTIP provided there is no change in the original scope or cost. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and type of the prior year funds.
xv. Make minor changes to an FTA funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20% or less and changing the fuel type of transit vehicles. The MPO must take the change through its interagency consultation procedures to confirm that the change in scope is minor.

2. Amendments:

Amendments are all other modifications to the FSTIP/FTIP that are not included under administrative modifications and shall be approved in accord with the provisions of 23

CFR 450.326 for each metropolitan area in the State, and in accord with the provisions of 23 CFR 450.216 for the non-metropolitan area.

3. Procedures:

   a. Administrative Modifications:

      MPOs with approval delegation from Caltrans
      Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such a case, no Caltrans approval of administrative modifications is required. If the MPO Board has delegated the authority to the Executive Director to approve administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once approved by the MPO, the administrative modification will be deemed part of the FSTIP. The MPO will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Caltrans will conduct periodic reviews of MPO's administrative modification process to confirm adherence to these procedures. Noncompliance with these procedures will result in revocation of that MPO's delegation.

      MPOs without approval delegation from Caltrans
      Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If the MPO Board has delegated the authority to the Executive Director to sign off on administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the administrative modification to Caltrans, FHWA, and FTA. In addition, the MPO must demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Once approved by Caltrans, the administrative modification will be deemed part of the FSTIP since no Federal action is required. Caltrans will notify FHWA and FTA of the approved administrative modification.

      (Note: If it is found that an approved administrative modification does not meet the criteria of an administrative modification, FHWA and FTA reserves the right to reject that administrative modification and require a formal amendment.)

   b. Amendments:

      Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, and approved by FHWA and/or FTA in accordance with 23 CFR 450 and the July 15, 2004 MOU between FHWA – California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO will also forward a copy of the submitted amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once

approved by Caltrans, the amendment will be forwarded to FHWA and/or FTA for federal approval. Once approved by FHWA and/or FTA, the amendment will be deemed part of the FSTIP. The FHWA and/or FTA approval letter and respective Conformity Determination will be addressed to Caltrans, with copies sent to the MPO.

4. Consultation:

If a question arises regarding the interpretation of what constitutes an administrative modification or an amendment, Caltrans, the MPO, FHWA and/or FTA will consult with each other to resolve the question. If after consultation the parties disagree, the final decision rests with FTA, for transit projects, and FHWA, for highway projects.

Any exception to these procedures is allowed only through consultation among MPOs, Caltrans, and FHWA/FTA. FTA, for transit projects, and FHWA, for highway projects, will have the final decision whether or not such an exception is granted.

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APPENDIX A – 47

2013 TIP Detail

Congestion Management Process Update

2010 Congestion Management Process Update

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

August 18, 2010

I) Background

SAFETEA-LU Requirements for a CMP

The requirements for development of a Congestion Management Process (CMP) were originally established by the federal Intermodal Surface Transportation Efficiency Act of 1991 (the CMP was referred to as the Congestion Management System (CMS). In 2005 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continued the requirement that the Metropolitan Planning Organization (MPO) complete a CMP. The CMP requirements challenge regions to develop performance based planning processes that are based on collaboration among transportation interests, specifically focused on congestion management.

The National Highway System (NHS) Bill of 1995 placed the implementation of CMS and the other ISTEA management systems at the discretion of the states. However, subsequent amendments to the metropolitan planning rules and management and monitoring system regulations clearly specify that the planning process in transportation management areas (TMAs), metropolitan areas with population greater than 200,000, is still required to include a CMS. This remains true under SAFETEA-LU (Sections 23 CFR 450.320 and 23 CFR 500.105 as amended December 19, 1997 and April 1, 1997 respectively) Thus, the CMS requirement still applies to the Bay Area. In addition, the NHS revisions did not affect the original provisions that Federal funds may not be programmed in a carbon monoxide and/or ozone non-attainment TMA for any highway project that will result in a significant increase in single-occupant-vehicle capacity unless the project is based on an approved CMS. (Section 23 CFR 450.320 (b) and 23 USC 134 (l)) The deadline for compliance under the revised regulations was October 1, 1997.

The Partnership Approach

Though the NHS Bill generated a brief period of uncertainty about the nature of the CMP requirement in the Bay Area, the region's approach and commitment have remained consistent since MTC first developed an approach in cooperation with the Bay Area Partnership in 1994. Our strategy is to begin by recognizing the diverse efforts already in place to address congestion management and mobility in the regional, county-wide, and local transportation planning processes in the Bay Area. Rather than create a new system, we build on this existing foundation and focused on improving MTC's and the region's tool kit to manage the Bay Area's transportation system.

County Congestion Management Programs

The Bay Area workplan for the CMP is based on a review of federal and state CMP requirements in relation to existing and developing regional, county-wide, and local transportation planning processes. The Regional Transportation Plan, using the congestion management programs and the short range transit plans as major building blocks, is the unifying process and document for transportation planning in the region. The State Implementation Plan, airport and seaport plans, corridor studies, and the major investment study process supplement the RTP to form the foundation of activities supporting the Bay Area's CMP.

County congestion management plans developed under California law comprise some of the main building blocks for the region's federally required CMP and establish specific requirements for the content and development process for county Congestion Management process, for the relationship between the metropolitan planning process, for county monitoring and other responsibilities, and for the responsibilities of MTC as the regional transportation planning agency.

State statutes also specify particular responsibilities involving county Congestion Management Programs for the regional transportation agency, in the Bay Area, MTC. These responsibilities include review of the consistency of the county Congestion Management Program with the RTP, evaluation of the consistency and compatibility of in the Bay Area, and inclusion of the county Congestion Management Program projects in the Regional Transportation Improvement Program (RTIP).

In 1996, the California legislature allowed counties to opt out of the state CMP requirement (AB 2419 (Bowler) Chapter 293, Statutes of 1996). All but two (Sonoma and Napa counties) Bay Area counties have chosen to continue to prepare state congestion management plans under California law.

The other main building blocks of the federally required CMP support the county congestion management plans and fill gaps for the two counties, Sonoma and Napa. These planning efforts include: (1) freeway congestion monitoring conducted annually by MTC and Caltrans on all congested freeways; (2) development of countywide transportation plans in all nine counties, which include performance measures, needs assessments, and identification and evaluation of potential improvements; and (3) other regional planning initiatives including the Freeway Performance Initiative corridor studies and Corridor System Management Plans, which document congestion, include performance measures, identify and evaluate potential improvements.

Under Federal law, a Transportation Management Area (TMA) that is a non-attainment area for ozone may program funds to projects that significantly increase capacity for single-occupancy vehicles only if those improvements are identified in a CMP. Historically, the Bay Area's long-range regional transportation plans (RTPs) and hence the region's transportation improvement programs (TIPs) have included very few projects that significantly increase capacity for single-occupancy vehicles. Of $218 billion in the current plan, *Transportation 203,* 81% is for maintenance and operations, 14% for transit expansion, and 3% for roadway expansion. MTC takes care to track how projects in the RTP and TIP have emerged through the planning process. Projects listed in the RTP are required to provide project level details including purpose, scope, goals, and the planning processes in which they were identified and evaluated, including county congestion management plans and/or corridor studies. Once in the RTP, projects are further evaluated through the scenario evaluation and cost/benefit analysis for project performance against quantitative evaluation criteria based on performance objectives as well as a qualitative policy assessment criteria based on RTP goals.

Focus Tasks

The CMP also identifies focus tasks so as to direct our efforts to achievable results and address areas where our work can be strengthened. CMP focus tasks are projects and studies arising from diverse, established activities addressing congestion management and mobility in the regional framework illustrated in Appendix A, Several of the focus tasks rely on the efforts of multiple Partner agencies. This report reviews the focus tasks from previous years and identifies new focus tasks for 2010.

Restriction on Programming Federal Funds to Highway Projects

The CMP requirements specify that federal funds may not be programmed for any project that expands capacity for single occupancy vehicles in an ozone, carbon monoxide, or $PM_{2.5}$ non-attainment area unless the project is based on an approved CMP.

The Bay Area pollutant designations are as follows:

- **Ozone**: In June 2004, EPA designated the Bay Area as nonattainment for the national 8-hour ozone standard set in 1997. In March 2008, EPA lowered the ozone standard to 0.75 parts per million. In March 2009, the California Air Resources Board recommended to EPA that the Bay Area be designated as nonattainment for this revised 2008 ozone standard. However, EPA has not taken action on this designation because EPA is in the process of reconsidering the 2008 ozone standard and intends to complete this reconsideration by August 31, 2010. EPA expects to set area designations to the revised 2010 8-hour ozone standard in March 2011.
- **Carbon Monoxide**: In April 1998, EPA designated the Bay Area as a maintenance area for the national 8-hour carbon monoxide standard.
- **PM2**.5: In December 2009, EPA designated the Bay Area as nonattainment for the national 24-hour $PM_{2.5}$ standard.

Regardless of the region's attainment status, it is MTC practice to document the planning context of all projects included in the financially constrained regional transportation plan in the Project Notebook produced with each long range plan update. Specifically, the Project Notebook documents the plans and studies from which the project evolved and the other alternatives considered. Thus the planning context of any project programmed by MTC can be reviewed by tracing that project back to the long range plan. Appendix A of this document illustrates how various plans and studies fit into the regional CMP.

Periodic Update

In order to learn from our experience and apply lessons learned, MTC prepares an update is prepared periodically, approximately every two years, to provide an overview of the CMP efforts, evaluate the previous focus tasks, and define new focus tasks for the year to come. This report represents the sixth update since the establishment of the Bay Area CMP. Section 1 summarizes accomplishments from focus tasks identified in CMP updates since 1994. Section 2 identifies focus tasks for 2010.

Section 1 1994-95 Focus Tasks

Focus Task (1994-95)	Accomplishments
1) Develop MIS implementation procedures	"Regional criteria for screening pipeline projects for MIS requirements." (Dec. 1994) "Regional MIS Process and Procedures." (May 1996)
2) Performance Measures: Explore user oriented performance indicators for evaluating projects and investment alternatives	David Jones study of regional performance Indicators. (June 1995) Summary of Bay Area Performance Measures. (Nov. 1995) Ongoing
3) Improve coordination of data documentation, integration, and travel demand models	"Data Integration Project Catalog." (Mar. 1996) "Data Integration Project Issues." (Aug. 1996) "Regional Model Coordination Study." (Dec. 1995) Ongoing meetings of the Bay Area Travel Model User Community (BATMUC) and associated WWW site: http://tech.groups.yahoo.com/group/batmuc/ (2005 to Present)
4) Metropolitan Transportation System (MTS) Management Strategy: Develop a Partnership approach toward corridor and operational strategies	Phase 1 of Management Strategy, including 8 corridor management workshops. (May 1995) Specific efforts addressed in later focus tasks.
5) Traveler Information: Improve transportation information services to users	Initiated efforts to get TOS freeway sensors working reliably to provide information to TravInfo®. TOS functionality continues to be limited. See items related to 511 and TOS in future focus tasks. Began with TRANSTAR data bases in 1994-1995. Transitioned to web-based Take Transit Trip Planner. (2001-2002) Take Transit Trip Planner will include all Bay Area operators by summer 2003. Continued in later years
6) Evaluate the effectiveness of the Freeway Service Patrol	Final report issued (summer 1995)

Section 1 1996-97 Focus Tasks

Focus Task (1996-97)	Accomplishments
1) Transportation System Performance Measures: Identify customer-oriented performance measures and appropriate uses for them at the regional level.	Developed performance measures. (Spring 1997) Developed a pilot project to field-test methods for collecting travel time. (Dec. 1997) Continued in later years.
2) Regional Arterial Program: Promote implementation of programs that improve operation of the region's arterial street network: 1) Regional Traffic Signalization and Operations Program (RTSOP) program provides funding to jurisdictions to implement capital programs, especially multi-jurisdictional & new technology projects; 2) Traffic Engineering Technical Assistance Program (TETAP) program provides technical assistance to local jurisdictions lacking expertise in operations improvements.	Launched Regional Signal Timing Program (RSTP) to provide technical assistance to local jurisdictions for retiming traffic signals, including transit signal priority (2004). Retimed over 3,400 signals in the Bay Area under RSTP (2004-2009). Funded over 235 projects under TETAP (1993-2007). Continued development and expansion of smart corridors in Silicon Valley, East Bay, and San Francisco (2006). Over 92 RTSOP projects funded (1993-1997) and over 170 TETAP projects funded. (2003) RTSOP rolled into TETAP (1998). Identified 14 arterial management strategies. (fall 1997) Developed prototype Arterial Inventory Database to track inventory of signal equipment. (spring 2000 – summer 2002) Implemented Concept of Operations Requirement for multi-jurisdictional signal projects. (fall 1999) Launched Program for Arterial System Synchronization (PASS) with a regional emphasis replacing the RSTP (2010). PASS 2010/11 cycle with 13 projects with over 350 signals selected for signal coordination including services like Incident Management flush plans, Traffic Responsive timing plans and Transit Signal Priority.
3) Carquinez Bridge Reconstruction/Operations: Ensure that plans to reconstruct the westbound span and the subsequent operations plans are consistent with the region's commitment to transit and HOV operations as well as the larger framework for management of the I-80 corridor.	Final Environmental Impact Statement issued. (Jan. 1998) Construction of the new bridge, which will accommodate one HOV lane and three mixed-flow lanes westbound on I-80, began in January 2000. The new bridge opened to traffic in November 2003.

Focus Task (1996-97)	Accomplishments
4) Electronic Toll Collection (ETC): Balance the ETC efficiency objectives with gateway functions of toll plazas and with the region's commitment to an HOV program.	ETC operational on all lanes on Carquinez Bridge. (1998) HOV bypass included to preserve travel time advantage over SOV. (Aug. 1997) ETC operational in at least one lane of every toll bridge. (Dec. 2000) Installation completed in all toll lanes. (Oct. 2001) Increased number of ETC only lanes from 7 in 2001 to 14 in 2006 and ETC marketshare increased from 20% in 2001 to 42% in 2006. 7 more ETC only lanes added in 2007 and plaza lane configuration and signing modified to improve traffic flow to the ETC lanes. Opened first high-speed ETC Open Road Tolling (ORT) lanes at new Benicia-Martinez Bridge (Aug. 2007) Replaced mini-toll plaza at Bay Bridge with an ORT lane to improve traffic operations for ETC vehicles (Sept. 2009) Upgraded violation enforcement system to increase the quality and quantity of readable license plate images on violations (Oct. 2009) 1 more ETC only lane added in 2010 at the Richmond-San Rafael Bridge in improve traffic operations in ETC lanes.
5) HOV Plan and Support Programs: Meet MTC requirements to define a strategy for assessing, operating, improving, and expanding the regional HOV system.	HOV Master Plan Update adopted (Nov. 1997) I-580 HOV lanes converted to mixed flow per HOV Plan recommendation. (1999) 350 HOV lane miles in operation (Jan. 2003) up from 270 HOV lane miles in 1997. 2003 HOV Master Plan Update complete in 2003. MTC initiated the Regional High-Occupancy/Toll (HOT) Lane Network Feasibility Study in 2005. The HOT lane network is based on the existing and planned HOV system. See 2007 Focus Tasks.

Focus Task (1996-97)	Accomplishments
6) Regional Strategy for Transportation Demand Management Programs (Regional Rideshare Program): Coordinate TDM/ridesharing activities and focus on the most effective programs.	MTC assumed responsibility for Regional Rideshare Program. (FY 1995-96) Entered into a 6-year contract for Regional Rideshare Program Services (FY 05/06-10/11) and increased advisory role of county congestion management agencies (CMAs) and the BAAQMD (2000) Launched new online ridematching, trip tracker and incentives system (May, 2009) Formed Technical Advisory Committee (CMAs, BAAQMD, and TDM practitioners), which provides ongoing strategic direction for the program. (Early 2003 - present) Delegated employer transportation services to county agencies that are willing and able to provide these services in their respective jurisdictions. (July, 2005 – present) Committed $16 million in CMAQ and BAAQMD funds for a contractor to operate the program plus an additional $2.2 million in CMAQ for three counties to provide rideshare services from FY 05-06 through FY 10-11
7) Emergency Response Program: Develop a formal plan for coordinated regional response among transportation agencies following a major earthquake.	Developed the Trans Response Plan (Fall 1997) that defines the roles, responsibilities and procedures for implementing a comprehensive transportation response. Assisted Caltrans and transit operators in developing agency Emergency Operating Plans (1998). Developed the Regional Transportation Emergency Management Plan (Spring 2008). Led the development of the Regional Transportation Public Information Interagency Joint Information System-Center Procedures (Winter 2008). Updated the San Francisco Bay Area Transit Operators Mutual Aid Agreement (Winter 2008). Continued to conduct annual regionwide emergency preparedness exercises with Caltrans, transit operators, and county operational areas in response to a natural or man-made terrorist event (2010).

Section 1 1998 Focus Tasks

Focus Task (1998)	Accomplishments
1) Transportation System Performance Measures: explore methods for collecting travel time data	Conducted study of data collection methods. (March 1999) Continued in later focus tasks.
2) Support I-80 corridor operational analysis in relation to the opening of the HOV/express bus lane (MTS Management Strategy[1])	Completed 6-month report on HOV lane performance. (July 1998) Completed I-80 HOV Lane and Transit and Ridesharing Service and Monitoring Plan. (August 1998) Ongoing work on the I-80 Integrated Corridor Management Project in conjunction with Caltrans and the Alameda County CMA (2010)
3) Support Alameda County I-880 corridor operational analysis (MTS Management Strategy[1])	Analysis completed. (1999) Ramp meters along I- 880 in Alameda County turned on between 1996 and 1999. Refer to 2005 Focus Tasks
4) Support San Mateo 101 corridor operational analysis (MTS Management Strategy[1])	Analysis completed. (March 1999) Additional analysis completed under the Freeway Performance Initiative Corridor Studies. Refer to 2007 Focus Tasks.
5) Facilitate corridor management teams (MTS Management Strategy[1])	Partners completed 17 sketch level corridor management plans to identify potential projects for STP/CMAQ funding targeted toward system management. (Nov. 1998)
6) Evaluate effectiveness of operational investments (MTS Management Strategy[1])	Before-and-after study completed for El Camino signal interconnect. (July 1998) Completed evaluation plan for Silicon Valley Smart Corridor project. (April 1998) Continued in later focus tasks.
7) I-680 (Sunol Grade) Phase 2 MIS	Final report completed. (May 2001) Follow-up Value Pricing Study completed (2003) The I-680 High-Occupancy/Toll (HOT) Lane is scheduled to open in 2010, consistent with AB 2032.

[1] See 1994-95 Focus Tasks.

Focus Task (1998)	Accomplishments
8) Field integration work on traffic operations system (TOS) loop detector monitoring stations	TravInfo® installed non-intrusive surveillance units to demonstrate feasibility as alternative to loop detectors. (1999) Caltrans' Detector Fitness Program increased number of monitoring stations on-line to 600 in late 2000. Caltrans detector data integrated into statewide PeMS and 511 Drive Times in 2004. Deployment of detectors to increase PeMS coverage

Section 1 1999 Focus Tasks

Focus Task (1999)	Accomplishments
1) Transportation System Performance Measures	Implementation on hold in 1999. See 2001-2002 focus tasks.
2) Traveler Information: design, operate and maintain TravInfo® system	See 511 Traveler information in 2001-02 focus tasks.
3) Develop Regional ITS Architecture: The architecture will help identify needs, ensure compatibility of ITS systems, and guide regional ITS investments	See 2001-2002 focus tasks.
4) Conduct Route 24/Caldecott Tunnel Corridor Study: Major investment study exploring alternatives to increase capacity for the reverse peak commute	Completed study. (2001) Caltrans began work on the EIR/EIS for fourth bore. (Nov. 2002) Caltrans to begin construction of fourth bore (2009) Hwy 24 Freeway Corridor Study (2011)
5) Facilitate corridor management teams (MTS Management Strategy[2])	Supported efforts of 5 freeway-arterial Smart Corridor teams to secure funds, retain consultant assistance. Refer to Freeway Performance Initiative in 2007 Focus Tasks.
6) Support development of Concept of Operations Reports for arterial signal projects (MTS Management Strategy[2])	Continued development of interim center-to-center communications system, including a Concept of Operations, to allow data and video exchange between smart corridors and the Caltrans traffic management center (2007). Using TETAP funds, prepared Concepts of Operations for 8 corridor management projects. (1999)

[2] See 1994-95 Focus Tasks.

7) Evaluate effectiveness of operational investments (MTS Management Strategy[2])	Completed before and after evaluations of signal coordination conducted under Regional Signal Timing Program (2004 - 2009) – see also 1996-1997, item 2, Regional Arterial Program. Completed before and after evaluations of transit signal priority and bus rapid transit projects for San Pablo Avenue in East Bay (2005) and El Camino Real in Peninsula and South Bay (2006). Completed before and after evaluations of I-880 ramp metering. (Fall 2000) and Ala-580 ramp metering (2004) Silicon Valley SMART corridor Evaluation performed by FHWA. (2000) El Camino Interconnect final 'after study' schedule. (Spring 2001) Completed before and after evaluations of SM 101 ramp metering

Section 1 2001-2002 Focus Tasks

Focus Task (2001-2002)	Accomplishments
1) Transportation System Performance Measures: Develop performance monitoring program and use performance measurement in the RTP	Conducted system-level performance analysis for the 2001 RTP. (Aug. 2001) Develop first regional state of the system report with information on performance of the existing transportation system. (Dec. 2002) This report will be updated annually. See 2003 Focus Tasks.
2) Develop Regional ITS Architecture and Strategic Deployment/Integration Plan	Completed the Phase 1 "State of ITS in the Bay Area" (April 2003). Completed Phase 2 "Bay Area Regional ITS Architecture & Strategic Plan" (October 2004). Completed first update of Bay Area ITS Regional Architecture (December 2007).
3) Address near term staffing needs for the TOS/TMC (MTS Management Strategy[3])	Identified need for 20 additional positions in 2000. Attempts to secure funds through budget change order and state budget earmark unsuccessful in 2001 and 2002. Caltrans attempting to sustain past staffing levels for TOS/TMC despite budget crisis.
4) Freeway Management Concept of Operations (MTS Management Strategy[3])	MTC, CHP and Caltrans developed Concept of Operations. (October 2000 - July 2002) These agencies are implementing the Action Plan, and as of 2007, have completed 8 of the 17 near-term items in the action plan, and are currently working on 5 others.
5) Regional Express Bus Program	$40 Million allocated by CTC (completed in 2007). All vehicles are in service. Performance is monitored through the Regional Measure 2 process (ongoing).
6) San Francisco Bay Crossings Study	Final Report complete. (July 2002) Feasibility Study of reversible lane of San Mateo-Hayward Bridge (2003). Several near-term recommendations were funded in Regional Measure 2. See 2003 focus tasks.

[3] See 1994-95 Focus Tasks.

Focus Task (2001-2002)	Accomplishments
7) 511 Traveler Information	Launched 511 traveler information telephone system. (Fall 2002) Launched companion 511.org website. (Fall 2002) 511 Driving Times feature in operation March 2004. Coverage expanded in July 2004, with plans for further expansion in 2005 and 2006. See 2005 Focus Tasks.

Section 1 2003 Focus Tasks

Focus Task (2003)	Accomplishments
1) System Management and Operations Blueprint (Builds on efforts featured as past focus tasks related to MTS Management Strategy[4])	"Regional Operations Strategy" (ROS), which provides a comprehensive summary of the region's current policies, programs and investments related to managing the transportation system, and outlines opportunities for future strategies was adopted with Transportation 2030 Plan..
2) Transportation Corridor Concept Reports (TCCRs) and Traffic Operations Strategies (TOPs) (Builds on efforts featured as past focus tasks related to Facilitate Corridor Management Teams – 1998 and 1998)	Caltrans developed 4-panel maps sets for 24 corridors and "Ideal Sequencing Schematics" for 5 corridors, which were shared with MTC and CMAs. (2003) Caltrans and CMAs used information developed to coordinate Transportation 2030 project submittals. (Fall 2003 and Spring 2004) In conjunction with this effort, Caltrans has participated in ABAG's Smart Growth Working Group and Corridor Planning Program, the East 14th Street/International Boulevard corridor team, and numerous regional studies. In 2004, Caltrans began a demo project for I-880 corridor to advance the partnership between planning and operations in comprehensive corridor planning. See 2005 and 2007 Focus Tasks (Freeway Performance Initiative 2010) (CSMP).
3) San Mateo Bridge Reversible Lanes Feasibility Study	Study found that reductions in westbound AM delay on the bridge would be offset by increased delay at the SR 92/US 101 interchange. (Fall 2003)

[4] See 1994-95 Focus Tasks.

Focus Task (2003)	Accomplishments
4) Regional Goods Movement Study	Phase 1 included identification of Federal reauthorization issues for goods movement; data on commodity flows and future trends; goods movement cluster and economic impact analysis; and land use and community impact analysis. (Fall 2003) Phase II completed in 2004 identified projects for Transportation 2030 Plan with goods movement benefits and identified legislative approaches to address goods movement issues. A study to evaluate the impact of land use decisions on goods movement is underway. This was one of the recommendations of the Regional Goods Movement Study. See 2007 Focus Tasks.
5) Air Quality Management Initiatives	Episodic reduced transit fares: LAVTA offered free rides on Spare the Air days in summer 2003. Free morning commutes were offered on BART and LAVTA in 2004. In 2005, the free morning commute program expanded to add about 20 Bay Area transit systems. In summer 2006, the program was modified to offer free transit, all-day, on 26 Bay Area transit systems. In 2007, the program was further modified to offer free transit all day on Bay Area buses and light-rail but on BART, Caltrain, the ACE trains and the Golden Gate, Vallejo and Alameda ferries, transit was free until 1:00 p.m. In 2008, 30 Bay Area transit operators offered one free transit day on Thursday, June 19. The free transit program is no longer implemented. Transit station cars: Program on-hold due to uncertain status of state funding (2010)

Focus Task (2003)	Accomplishments
6) System Performance Monitoring - State of the System Report	MTC and Caltrans released the first State of the System report in 2002. Since then, reports have been released annually through 2009. Starting in 2008, the report is becoming more web-oriented. MTC Staff have begun uploading current data as it becomes available. This up-to-date web resource is expected to replace the published report. Count program completed in 2003 and 2004 (traffic counts and bicycle and pedestrian counts). This program was discontinued in 2005 due to the cost of compiling comprehensive data.
7) RTP Performance Measures	Commission adopted performance measures for Transportation 2030 project evaluation (June 2003). Staff evaluated more than 400 projects prior to adoption of the Transportation 2030 Plan. MTC staff conducted a scenario performance assessment and project-level assessment during development of the Transportation 2035 Plan. The Plan includes specific, quantitative performance objectives for each Goal. Key findings are that pricing, land use, technology and cultural shifts will be required to meet the aggressive performance objectives. A benefit-cost assessment was performed for approximately 60 of the largest projects. All projects were evaluated qualitatively. The results were used to help define investment priorities. Staff will conduct a similar evaluation for the Regional Transportation Plan/Sustainable Communities Strategy to be adopted in 2013.
8) I-80/I-680/I-780 Major Investment and Corridor Study	Developed a long-range, multi-modal transportation plan for the I-80/I-680 and I-780 corridors in Solano County. The plan identifies highway, transit and park and ride improvements recommended for mid- and long- term implementation. Study completed in July 2004.

Section 1 2005 Focus Tasks

Focus Task (2005)	Accomplishments
1. I-880 Corridor System Management Study	Document Review/Data Collection I-880 Simulation Model Draft Base Performance Assessment Draft Investment Scenarios/ Strategies Draft Corridor Management Plan Finalize Corridor Management Plan Demonstration in June 2010
2. Interim Center-to-Center Program	The MOU was fully executed in January 2005. Contractor given Notice to Proceed with Initial Build of C2C software in February 2005, and implemented initial build for November 2005 ITS World Congress. Contractor about to begin the system acceptance phase, scheduled to be completed late 2010.
3. I-580 FAIR Lanes Study	Study completed. Findings indicate a High-Occupancy/Toll (HOT) lane may be feasible and beneficial in the I-580 corridor. A modest program offering credits to low-income travelers would not adversely affect the HOT lane. A program offering credit to all travelers would jeopardize HOT lane operations. (August 2005).
4. Santa Clara County High Occupancy Toll (HOT) Lanes Feasibility Study	The initial feasibility assessment was completed in November 2004. In 2005, a more detailed operational assessment and financial assessment recommended development of HOT lanes on US 101 and SR 85. Santa Clara Valley Transportation Authority (VTA) continues with project development and environmental studies on these two corridors, consistent with AB 2032 (Winter 2006). VTA has an expected open date of 2013 for the SR-85 HOT lane if capital funding can be identified.

Focus Task (2005)	Accomplishments
5. Transit Oriented Development Study	The Study assesses the opportunities, benefits and barriers for increased levels of TOD in the San Francisco Bay Area, and helped define MTC's policies in support of Bay Area TODs, specifically, policies for conditioning regional discretionary funds for Resolution 3434 transit expansion projects on the demonstration of supportive land use policies by local governments. The final report and briefing book are available on line at http://www.mtc.ca.gov/planning/smart_growth/tod/TOD_Book.pdf The original report was updated in 2007 with no changes made to the policy. The policy is next expected to be updated in 2011. In 2009/10 staff completed a study of housing choice and the implications for TOD, *Choosing Where We Live* http://www.mtc.ca.gov/planning/smart_growth/tod/5-10/Briefing_Book-Choosing_Where_We_Live.pdf
6. Bay Area Regional Rail Plan	MTC, BART, Caltrain, and California High-Speed Rail Authority are the study partners. The study identified alternative networks for improving and expanding the regional rail system and for including a high-speed train entry from the Bay Area to the Central Valley. In addition, the study will look at benefits and risks for changing institutional governance structures. The final study was adopted by MTC in September 2007. Analysis and preliminary implementation plan for leveraging system assets
7. 511 Traveler Information System Enhancements	Install 53 additional readers at sites throughout the region to collect traffic data and improve the quality of data provided to 511 users. Enhance 511 phone and web dissemination systems in response to user feedback (ongoing). Implement and evaluate design changes to the 511 telephone system to support delivery of real-time transit information for five MUNI light rail routes (2008).
8. 580/680/84 Triangle Analysis Study	Analysis narrowed down to two alternatives with phasing and implementation plan (2007). Planning level traffic analysis Benefit cost analysis to prioritize recommended improvements Phasing and implementation strategy for the I-580, I-680 and Rte 84

Focus Task (2005)	Accomplishments
9. Peninsula Gateway 2020 Study	Public outreach strategy Operational Analysis Conceptual Definition of Alternatives Refer to 2007 Focus Tasks.

Section 1 2007 Focus Tasks

Focus Task (2007)	Accomplishments
1. Peninsula Gateway 2020 Study	Public outreach strategy Operational Analysis Conceptual Definition of Alternatives Further analysis of selected project alternatives conducted through the Willow/University Traffic Study (2010)
2. Regional High-Occupancy/Toll (HOT) Lanes Network Feasibility Study	MTC, in cooperation with partner agencies, has completed a series of feasibility and implementation studies including: capital cost estimate, O&M cost estimate, draft phasing concept, Concept of Operations. The Commission approved inclusion of the Regional Express Lanes Network in the Transportation 2035 Plan and MTC and BATA sponsored authorization legislation in 2009. This legislation has not been enacted. MTC, Caltrans, CHP and the county CMAs meet regularly to discuss issues related to planning and operation of the first HOT lanes (authorized under AB 2032). This forum may serve as a model for future coordination for the larger network (2010).
3. Regional Goods Movement	MTC, in cooperation with partner agencies including the Ports of Oakland, Sacramento and Stockton, and MPOs and CMAs from the Bay Area and Central Valley developed a Northern California Trade Corridors Improvement Fund program of projects to the CTC for funding. The Northern California coalition was able to secure $825 million towards key goods movement projects in Northern California. The projects are now being developed and implemented by project sponsors (2004). Completed study that analyzed the impacts projected land use changes might have on the goods movement system, focused primarily on truck traffic along major corridors (completed 2007 with 2009 update).
4. Open Road Tolling	Removed 8 of 17 cash toll booths at the Benicia-Martinez toll bridge and replaced with 3 free flow toll lanes, plus shoulders, and installed Open Road Toll system equipment in these lanes (2007).

Focus Task (2007)	Accomplishments
5. I-80 Interregional Smart Growth Study	Final report prepared demonstrating various development scenarios for Interstate 80 communities in cooperation with the Sacramento Area Council of Governments (SACOG) (2007) http://www.mtc.ca.gov/planning/smart_growth/I-80_corridor.htm
6. VII Test Bed	Operated the California VII Test Bed with partner Caltrans and the following stakeholders: Automotive Research Laboratories, UC Berkeley PATH Program and the Collision Avoidance Metrics Partnership (CAMP). (2007 – 2008) Deployed 12 roadside VII units on US-101 and SR 82 in San Mateo and Santa Clara counties and developed VII applications that showcased the value of VII including: Traveler Information, In-vehicle signage, Curve Overspeed Warning and Intersection Signal Violation Warning (Cooperative Intersection Collision Avoidance Systems). (2007 - 2008) Completed National VII Proof of Concept testing for urban canyon, hilly terrain, and tolling. (2008) Integrated California VII Test Bed with the National VII network. (2008)
7. Freeway Performance Initiative Corridor Studies	Completed first set of corridor-level studies to serve as the building blocks of a freeway strategic plan for the Bay Area. Identified existing and future congestion problems with their causes for each corridor, and developed and prioritized appropriate congestion mitigation strategies to address those problems.
8. Real Time Transit Information	Established a regional real-time transit data clearinghouse to collect real-time information in a standard regional format from participating transit agencies (2008) Disseminate real-time transit information for three Bay Area transit agencies to the public via the region's 511 phone system, 511.org, a personalized 511 service at my511.org, SMS texting, on regional signs at the Embarcadero BART/MUNI station, and via a public data feed. We will continue to expand the system as new agencies share their data with MTC (2008 Muni, 2009 BART and 2010 WestCAT)

Focus Task (2007)	Accomplishments
9. SFCTA Mobility, Access and Pricing Study	Identified technically feasible congestion pricing scenarios for San Francisco. Made a recommendation to pursue a pilot program within the next three years which would provide a proof-of-concept of system technologies and institutional capacities and opportunity to measure and monitor benefits and impacts in a real-world setting. Will launch a final round of outreach summer 2010 to share findings and gather feedback on the idea of a demonstration program. Should there be public and Board support, the next step would include system engineering and design for a pilot demonstration; legislative action to establish pricing authority and institutional arrangements; and environmental clearance (2010).

Section 2 2010 Focus Tasks

Focus Task	Committee/Agency	Project Goals	Near Term Products (in 2010)
1. Regional Transportation Plan/Sustainable Communities Strategy (2013 Adoption)	MTC, ABAG, and Joint Policy Committee	• Prepare the Regional Transportation Plan, which includes the Sustainable Communities Strategies (as mandated by Senate Bill 375) to tie transportation and land use planning as a way to reduce Greenhouse gases • Identify key transportation, housing and land use policy considerations as part of the RTP/SCS • Identify transportation investments that will address regional transportation network needs and supports development patterns in the SCS	• Identification of performance targets, including: • Greenhouse Emission Reduction Target (as defined by the California Air Resources Board) • Housing Target • Economic/Environment/Equity Performance Targets • Identification of Draft Scenarios for Evaluation
2. Freeway Performance Initiative Studies	Caltrans, CMAs and MTC	• Complete corridor-level studies to serve as the building blocks of a freeway strategic plan for the Bay Area. • Identify existing and future congestion problems with their causes for each corridor, and develop and prioritize appropriate congestion mitigation strategies to address those problems.	• Complete second set of corridor-level studies • Commence additional analysis of interchanges (SM 92/101 I/C & SCL 101/880 I/C) and HOV & Express Conversion (SM 101)

Focus Task	Committee/Agency	Project Goals	Near Term Products (in 2010)
3. Corridor System Management Plan and Corridor Plans	Caltrans, CMAs and MTC	• The CSMP is a requirement by CTC for all corridors that receive CMIA funding to implement capital improvement projects, with the intent to ensure there is a plan in place to preserve the mobility gains of the CMIA-funded projects • Development of CP's and/or CSMP's for all 56 State Routes in the Bay Area	• Nine CSMPs for the Bay Area being developed and submitted to the CTC in 2010 • Completion of CP's for States Routes 29, 37, 84, 152, 238, 505, and 780
4. Regional Express Lanes Network	Caltrans, CHP, CMAs and MTC	• Develop a regional network of express lanes by converting existing HOV lanes to express lanes and closing gaps and extending the system. • The Express Lane Network is included in the Transportation 2035 Plan as core strategy to improve mobility and reduce delay and motor vehicle emissions.	• Develop consensus on a strategy to seek authority to implement the Regional Express Lane Network under current law • Execute a cooperative agreement between MTC and Caltrans for development of a project initiation document for the Regional Network • Initiate work on a program delivery strategy that will explore innovative delivery and finance approaches
5. Urban Partnership Program (UPP) IntelliDrive Technologies for HOT Lane Operations	MTC Operations Committee	• Design/build/operate a testbed on the I-680 HOT lane corridor in order to demonstrate the technical feasibility of using IntelliDriveSM technologies for the primary use case of toll collection, and if feasible, for the use case of traveler information.	• Selection of contractor • Project Management Plan • Demonstration Test Plan
6. Automated Freeway Congestion Data	MTC, Caltrans	• Transition from vehicle probe runs to an automated data collection system utilizing the PeMS system.	• Report congestion for the Bay Area using automated data • Reduce the amount of vehicle probe runs

Focus Task	Committee/Agency	Project Goals	Near Term Products (in 2010)
7. Tolling and Pricing Evaluation	BATA Oversight Committee	• Assess the success of a congestion pricing strategy on the Bay Bridge by charging a higher toll during the weekday peak commute periods and a lower toll during non-peak periods. Assess the impacts of a new carpool toll on carpool usage, occupancy, and violations on all Bay Area state-owned bridges Assess impacts of changes in travel on energy use and CO2 emissions, accounting for changes in vehicle miles traveled (VMT), mode share, vehicle occupancy, vehicle type and fuel used.	• Data collection of "before implementation" conditions, including toll plaza volumes, travel time, vehicle occupancy, casual carpool volumes, transbay transit ridership, etc. • Working paper on traffic impacts and toll plaza operations.
8. Transit Sustainability Project	Commission Select Committee on Transit Sustainability; Project Steering Committee	• To establish a framework and implementation plan for a more robust, financially viable transit system that is both cost-effective and customer-focused. The TSP will include a comprehensive, fact-based analysis of the existing system focused on service design and delivery, financial viability, and decision-making structures. The analysis will also acknowledge the role external factors play in the long-term viability of the transit system, such as land use and transportation pricing, which are critically important as the region grapples with preparing the Sustainable Communities Strategy required by SB 375 (Calif. Statutes 2008, Chapter 728).	• Initial findings from financial analysis. • Regional service analysis will be underway in 2010, with some preliminary findings in 2010.

Appendix A: Framework for Bay Area CMP Activities

Partner Plans & Programs / CMP Components	Unifying Approach	Regional Transportation Plan (RTP) and the EIR - MTC -	Transportation System Monitoring Program - Partnership -	Short Range Transit Plan (SRTP) -Transit Operators -	SIP/ Bay Area Clean Air Plan - MTC/ BAAQMD -	Congestion Management Programs (CMPs) and Countywide Transportation Plans - CMAs-	Corridor Studies/ Major Investment Studies - Affected Partners -	Regional Airport System Plan - Bay Area Airports, MTC & ABAG -	San Francisco Bay Area Seaport Plan -Bay Area Seaports MTC & BCDC -
System Definition	Regional transportation system (includes intermodal transfer points and non-motorized network)	Regional transportation system	Regional transportation system	Transit Systems	Air basin of regulation	CMP systems (State Highways and major arterials)	Freeway, highway, and transit facilities and services in the corridor	All public use general aviation, air carrier and military aviation in the region	Public use and military seaports
Performance Measures	Continue to explore and evaluate alternative performance measures through the Partnership	System level analysis (RTP EIR): average travel times, access to jobs, vehicle trips, VMT, vehicle emissions Project level analysis (Transportation 2030): measures to be determined	Indicators of mobility and accessibility, safety and state of repair. Emphasis is on presenting information in one place in an easy-to-understand format	Ridership, service miles, service hours, cost per hour, on time performance, dependability, load factors, safety, accessibility, customer service/ information	Bay Area Air Quality Plan Standards: based on Federal and State Clear Air Acts including VMT, AVR, & emissions budgets	LOS as trigger to deficiencies for CMPs, multimodal measures must be used, proposing & evaluating projects. Performance measures in Countywide Plans	Developed based on regional and local transportation policies and needs	Peak hour, demand supply ratio, ground access	Tonnage and numbers of containers, berth requirements, measures of ground access (e.g. levels/ extent of congestion on major access routes)
Data Collection & System Monitoring	Use of all sources as available and as documented by the Data Integration Project	Caltrans and CMA observed traffic counts and speeds, transit ridership, ridesharing, census data, RIDES Commuter Profile, and MTC Bay Area Travel Survey	Use existing data collected by Caltrans, CHP, CMAs, transit operators, and MTC. Supplemental data collection to fill gaps.	National Transit Database (NTDB), State Controller's Report, MTC Reporting System, & performance audits	Air quality monitoring, VMT, vehicle trips, speeds, occupancy rates, TCM status	CMP monitoring process, Caltrans Congestion Monitoring, CMA models, performance monitoring (optional)	Use of all available sources, including Caltrans, MCA, transit operators, and MTC data and modeling as available and applicable	MTC Air Passenger Survey, Caltrans Acoustic Counter, 5010 Inspections, Airport Manager's Report	Pacific Maritime Assoc. Annual Report, Port of Oakland statistics, Maritime Administration
Identification of Proposed Strategies	Major Investment Studies, CMPs, SRTPs, GPs, Management Strategy	RTP goals and policies, local general planning processes, CMP CIPs, SRTPs	Occurs through other planning activities	RTP goals and policies, capital replacement plan, transit operator goals/ interpretation coordination program	Clean Air Plan	CIPs of each CMP and the Countywide Plans	Cooperative analysis of transportation conditions, problems and opportunities, roles and responsibilities for capital and operating improvements	Airport System Plan, Capital Improvement Program	Seaport Plan, Port Priority Use Areas and Marine Terminals Designation
Evaluation of Proposed Strategies	RTP financial element, EIRs for RTP, CMPS, Public Review Processes	RTP EIR, Partnership and public review processes; Transportation 2030 project-evaluation Individual project	Occurs through other planning activities	RTP EIR, Partnership and Public Review Processes Planning assessments of	RTP EIR, RTP conformity analysis, Clean Air Plan EIR	Countywide Plan modeling and evaluation, CMP-CIP & environ review processes, then through the RTP, and its EIR	Cooperative evaluation of proposed strategies Individual project dvpt. & review	Airport Systems Plan Alternatives Evaluation	Military Base Evaluation process.

Partner Plans & Programs / CMP Components	Unifying Approach	Regional Transportation Plan (RTP) and the EIR - MTC -	Transportation System Monitoring Program - Partnership -	Short Range Transit Plan (SRTP) - Transit Operators -	SIP/ Bay Area Clean Air Plan - MTC/ BAAQMD -	Congestion Management Programs (CMPs) and Countywide Transportation Plans - CMAs-	Corridor Studies/ Major Investment Studies - Affected Partners -	Regional Airport System Plan - Bay Area Airports, MTC & ABAG -	San Francisco Bay Area Seaport Plan -Bay Area Seaports MTC & BCDC -
		dvpt. & review		transit operators, multimodal fund programming process, project dvpt. & review, performance audits		process Multimodal fund priority setting process, project dvpt. & review	MIS guidelines		
Implementation of Proposed Strategies * Programming * Project delivery	RTIP/TIP Tip Monitoring Program	RTIP/TIP Tip Monitoring Program	Occurs through other planning activities	Transit operator capital & operating program, RTIP/TIP Monitoring, Productivity Improvement Program	RTIP/TIP Transportation Control Measures	RTP/RTIP/TIP County sales tax programs	RTP/RTIP/TIP TIP Monitoring Program	Funding is through the FAA. ABAG monitors implementation through the Regional Clearinghouse	Seaport Plan, BCDC acts on permit applications. MTC monitors through CEQA documents
Evaluation of the Effectiveness of Implemented Strategies	Analysis of expected impacts in RTP/CMP/SRTP forecasting. Process to evaluate observed impacts to be developed	RTP EIR - travel time and volume measures, transit use, hwy. delay, ridesharing	Effectiveness of some improvements will be evident in future State of the System Reports	RTP EIR, Productivity Improvement Program, Transit Planning Assessment, NTDB, performance audits	RTP/TIP conformity process for regional & corridor analysis, RTP EIR, & specific EIR & res. 2270 process for individual, major projects	Countywide and CMP modeling assesses impact of strategies on performance measures	RTP EIR - travel time and volume measures, transit use, hwy. delay,	RASP environmental study - includes aviation and ground access measures	SFBA Seaport Plan Environmental Assessment
Sustainable Communities Strategy	Analysis of how the pattern of development and transportation can reduce Greenhouse Gases	Regional Transportation Plan	Occurs through other planning activities	RTP goals and polices, TLC program					

APPENDIX A – 48

2013 TIP Detail

System Maintenance

Appendix A-48: Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues
(Inflated 1,000s)
Note: Updated in November, 2012 to account for committed revenue forecasted to be derived from Measure T, the Napa countywide sales tax measure.

Jurisidiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Alameda	$ 401,550	$ 131,951	$ 533,501	$ 342,853	$ 77,807	$ 112,841
Alameda	$ 143,609	$ 208,120	$ 351,729	$ 79,780	$ 77,568	$ 194,381
Albany	$ 33,223	$ 46,976	$ 80,199	$ 37,899	$ 1,881	$ 40,419
Berkeley	$ 240,376	$ 298,396	$ 538,772	$ 252,875	$ 10,908	$ 274,989
Dublin	$ 80,298	$ 134,740	$ 215,039	$ 52,058	$ 72,531	$ 90,450
Emeryville	$ 18,409	$ 28,225	$ 46,635	$ 46,635	$ -	$ -
Fremont	$ 609,282	$ 602,007	$ 1,211,289	$ 293,217	$ 217,075	$ 700,998
Hayward	$ 273,343	$ 422,549	$ 695,892	$ 311,932	$ 89,195	$ 294,765
Livermore	$ 262,988	$ 235,451	$ 498,439	$ 112,194	$ 192,100	$ 194,144
Newark	$ 104,585	$ 122,484	$ 227,068	$ 34,256	$ 79,793	$ 113,019
Oakland	$ 939,983	$ 1,188,587	$ 2,128,570	$ 254,974	$ 353,994	$ 1,519,601
Piedmont	$ 27,547	$ 31,082	$ 58,629	$ 42,207	$ 4,059	$ 12,363
Pleasanton	$ 206,360	$ 195,154	$ 401,514	$ 84,414	$ 147,073	$ 170,027
San Leandro	$ 238,826	$ 229,575	$ 468,401	$ 160,529	$ 32,192	$ 275,680
Union City	$ 134,865	$ 207,140	$ 342,005	$ 41,764	$ 120,838	$ 179,404
COUNTY TOTAL	**$ 3,715,245**	**$ 4,082,437**	**$ 7,797,682**	**$ 2,147,587**	**$ 1,477,014**	**$ 4,173,081**

Jurisidiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Contra Costa	$ 501,667	$ 184,797	$ 686,463	$ 262,042	$ 261,428	$ 162,993
Antioch	$ 293,307	$ 282,419	$ 575,726	$ 342,876	$ 61,183	$ 171,666
Brentwood	$ 141,563	$ 144,872	$ 286,435	$ 132,170	$ 111,080	$ 43,185
Clayton	$ 41,138	$ 30,254	$ 71,392	$ 20,701	$ 24,409	$ 26,282
Concord	$ 356,026	$ 347,370	$ 703,395	$ 523,356	$ 15,437	$ 164,603
Danville	$ 128,291	$ 120,259	$ 248,550	$ 109,900	$ 54,716	$ 83,934
El Cerrito	$ 39,815	$ 65,315	$ 105,130	$ 28,654	$ 32,216	$ 44,260
Hercules	$ 47,102	$ 68,150	$ 115,252	$ 27,244	$ 69,203	$ 18,805
Lafayette	$ 71,711	$ 67,181	$ 138,892	$ 39,989	$ 43,261	$ 55,642
Martinez	$ 116,532	$ 101,186	$ 217,718	$ 100,673	$ 18,403	$ 98,642
Moraga	$ 78,156	$ 45,074	$ 123,230	$ 23,606	$ 23,233	$ 76,391
Oakley	$ 93,553	$ 98,379	$ 191,932	$ 56,746	$ 54,606	$ 80,580
Orinda	$ 85,272	$ 49,308	$ 134,580	$ 70,953	$ 0	$ 63,627
Pinole	$ 54,594	$ 53,969	$ 108,564	$ 22,235	$ 35,109	$ 51,220
Pittsburg	$ 185,106	$ 179,301	$ 364,408	$ 199,257	$ 18,610	$ 146,542
Pleasant Hill	$ 98,536	$ 93,405	$ 191,941	$ 77,913	$ 27,529	$ 86,500
Richmond	$ 306,526	$ 291,526	$ 598,052	$ 375,227	$ 24,720	$ 198,105
San Pablo	$ 34,311	$ 88,678	$ 122,989	$ 52,568	$ 23,905	$ 46,517
San Ramon	$ 159,508	$ 179,006	$ 338,514	$ 338,514	$ -	$ -
Walnut Creek	$ 278,631	$ 183,764	$ 462,395	$ 110,172	$ 179,888	$ 172,336
COUNTY TOTAL	**$ 3,111,346**	**$ 2,674,212**	**$ 5,785,558**	**$ 2,914,794**	**$ 1,078,936**	**$ 1,791,829**

Appendix A-48: Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues
(Inflated 1,000s)
Note: Updated in November, 2012 to account for committed revenue forecasted to be derived from Measure T, the Napa countywide sales tax measure.

Jurisidiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Marin	$ 291,920	$ 117,194	$ 409,113	$ 318,430	$ -	$ 90,683
Belvedere	$ 5,462	$ 6,003	$ 11,465	$ 5,950	$ 9,947	$ -
Corte Madera	$ 27,772	$ 27,091	$ 54,863	$ 11,522	$ 18,943	$ 24,398
Fairfax	$ 22,778	$ 20,677	$ 43,455	$ 9,599	$ 18,247	$ 15,609
Larkspur	$ 52,846	$ 34,217	$ 87,063	$ 14,906	$ 8,722	$ 63,435
Mill Valley	$ 61,485	$ 39,036	$ 100,521	$ 61,779	$ 14,815	$ 23,928
Novato	$ 164,662	$ 147,259	$ 311,921	$ 112,265	$ 87,565	$ 112,091
Ross	$ 10,711	$ 6,684	$ 17,396	$ 8,337	$ 4,572	$ 4,486
San Anselmo	$ 36,828	$ 35,172	$ 72,000	$ 21,808	$ 3,897	$ 46,296
San Rafael	$ 147,960	$ 162,342	$ 310,301	$ 54,490	$ 155,678	$ 100,133
Sausalito	$ 15,300	$ 20,964	$ 36,264	$ 8,791	$ 3,382	$ 24,091
Tiburon	$ 27,107	$ 24,839	$ 51,946	$ 26,795	$ 7,213	$ 17,937
COUNTY TOTAL	**$ 864,832**	**$ 641,477**	**$ 1,506,309**	**$ 654,672**	**$ 332,981**	**$ 523,087**

Jurisidiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Napa	$ 566,818	$ 124,507	$ 691,325	$ 310,070	$ 194,709	$ 186,545
American Canyon	$ 63,203	$ 46,465	$ 109,668	$ 68,257	$ 37,054	$ 4,357
Calistoga	$ 20,608	$ 14,821	$ 35,428	$ 17,029	$ 21,015	$ -
Napa	$ 381,033	$ 217,454	$ 598,487	$ 247,585	$ 173,725	$ 177,178
St Helena	$ 46,006	$ 16,587	$ 62,593	$ 31,121	$ 31,129	$ 343
Yountville	$ 9,448	$ 8,989	$ 18,437	$ 30,933	$ -	$ -
COUNTY TOTAL	**$ 1,087,116**	**$ 428,822**	**$ 1,515,938**	**$ 704,995**	**$ 457,632**	**$ 368,422**

Jurisidiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
San Francisco	$ 2,415,717	$ 2,362,721	$ 4,778,438	$ 2,298,843	$ 487,602	$ 1,991,992

Appendix A-48: Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues
(Inflated 1,000s)

Note: Updated in November, 2012 to account for committed revenue forecasted to be derived from Measure T, the Napa countywide sales tax measure.

Jurisidiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of San Mateo	$ 204,119	$ 87,793	$ 291,912	$ 256,014	$ 25,102	$ 10,797
Atherton	$ 32,226	$ 20,848	$ 53,074	$ 53,074	$ -	$ -
Belmont	$ 79,612	$ 73,156	$ 152,768	$ 19,835	$ 44,857	$ 88,076
Brisbane	$ 27,521	$ 11,020	$ 38,541	$ 16,976	$ 14,282	$ 7,283
Burlingame	$ 70,718	$ 80,980	$ 151,698	$ 47,004	$ 133,488	$ -
Colma	$ 17,614	$ 4,518	$ 22,132	$ 19,676	$ 7,730	$ -
Daly City	$ 124,793	$ 299,124	$ 423,917	$ 71,269	$ 102,874	$ 249,774
East Palo Alto	$ 74,539	$ 92,522	$ 167,062	$ 55,897	$ 15,030	$ 96,134
Foster City	$ 51,998	$ 84,781	$ 136,779	$ 47,874	$ 36,347	$ 52,558
Half Moon Bay	$ 36,074	$ 36,902	$ 72,976	$ 15,910	$ 7,986	$ 49,081
Hillsborough	$ 54,712	$ 31,841	$ 86,553	$ 29,244	$ 31,486	$ 25,823
Menlo Park	$ 90,329	$ 88,827	$ 179,156	$ 179,156	$ -	$ -
Millbrae	$ 69,361	$ 60,629	$ 129,990	$ 15,726	$ 36,346	$ 77,918
Pacifica	$ 122,892	$ 111,585	$ 234,476	$ 52,265	$ 37,529	$ 144,682
Portola Valley	$ 25,424	$ 13,040	$ 38,464	$ 21,690	$ 11,653	$ 5,121
Redwood City	$ 208,144	$ 216,838	$ 424,982	$ 109,769	$ 139,146	$ 176,067
San Bruno	$ 119,419	$ 122,246	$ 241,665	$ 57,482	$ 37,554	$ 146,629
San Carlos	$ 110,416	$ 80,464	$ 190,881	$ 42,016	$ 48,291	$ 100,573
San Mateo	$ 182,496	$ 269,185	$ 451,681	$ 191,319	$ 60,132	$ 200,230
South San Francisco	$ 173,483	$ 181,799	$ 355,281	$ 108,672	$ 70,169	$ 176,440
Woodside	$ 53,392	$ 15,836	$ 69,228	$ 29,336	$ 59,296	$ -
COUNTY TOTAL	**$ 1,929,281**	**$ 1,983,937**	**$ 3,913,217**	**$ 1,440,204**	**$ 919,297**	**$ 1,607,188**

Jurisidiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Santa Clara	$ 589,845	$ 180,208	$ 770,053	$ 351,431	$ 185,789	$ 232,834
Campbell	$ 108,343	$ 112,769	$ 221,112	$ 64,944	$ 68,210	$ 87,959
Cupertino	$ 177,170	$ 155,743	$ 332,913	$ 115,960	$ 82,665	$ 134,288
Gilroy	$ 156,362	$ 143,588	$ 299,951	$ 45,537	$ 105,557	$ 148,857
Los Altos	$ 81,463	$ 79,658	$ 161,121	$ 115,505	$ 25,198	$ 20,418
Los Altos Hills	$ 45,649	$ 24,955	$ 70,604	$ 58,577	$ 7,275	$ 4,751
Los Gatos	$ 117,212	$ 85,010	$ 202,222	$ 87,619	$ 32,350	$ 82,253
Milpitas	$ 202,092	$ 197,475	$ 399,567	$ 79,213	$ 91,475	$ 228,878
Monte Sereno	$ 11,807	$ 10,118	$ 21,925	$ 3,786	$ 32,137	$ -
Morgan Hill	$ 136,426	$ 111,074	$ 247,500	$ 27,441	$ 118,286	$ 101,773
Mountain View	$ 179,511	$ 209,163	$ 388,674	$ 89,991	$ 126,760	$ 171,923
Palo Alto	$ 239,837	$ 180,518	$ 420,355	$ 188,274	$ 74,197	$ 157,884
San Jose	$ 2,989,820	$ 2,823,588	$ 5,813,408	$ 1,484,396	$ 1,447,318	$ 2,881,693
Santa Clara	$ 288,251	$ 327,957	$ 616,207	$ 253,638	$ 204,096	$ 158,473
Saratoga	$ 121,571	$ 88,308	$ 209,879	$ 57,441	$ 86,563	$ 65,874
Sunnyvale	$ 330,769	$ 387,625	$ 718,394	$ 349,845	$ 150,824	$ 217,725
COUNTY TOTAL	**$ 5,776,128**	**$ 5,117,758**	**$ 10,893,886**	**$ 3,373,599**	**$ 2,838,700**	**$ 4,695,585**

Appendix A-48: Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues
(Inflated 1,000s)
Note: Updated in November, 2012 to account for committed revenue forecasted to be derived from Measure T, the Napa countywide sales tax measure.

Jurisidiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Solano	$ 341,161	$ 163,624	$ 504,785	$ 139,082	$ 164,145	$ 201,558
Benicia	$ 139,473	$ 77,514	$ 216,987	$ 16,498	$ 77,653	$ 122,835
Dixon	$ 63,647	$ 48,588	$ 112,234	$ 5,743	$ 53,569	$ 52,922
Fairfield	$ 372,162	$ 292,423	$ 664,585	$ 105,943	$ 254,985	$ 303,658
Rio Vista	$ 38,621	$ 22,973	$ 61,594	$ 5,561	$ 6,222	$ 49,811
Suisun City	$ 96,729	$ 79,932	$ 176,661	$ 35,647	$ 44,208	$ 96,806
Vacaville	$ 315,437	$ 268,550	$ 583,987	$ 119,146	$ 214,291	$ 250,549
Vallejo	$ 538,854	$ 335,146	$ 874,000	$ 60,220	$ 183,505	$ 630,276
COUNTY TOTAL	**$ 1,906,084**	**$ 1,288,751**	**$ 3,194,835**	**$ 487,841**	**$ 998,578**	**$ 1,708,415**

Jurisidiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Sonoma	$ 1,963,525	$ 385,667	$ 2,349,192	$ 205,983	$ 655,279	$ 1,487,931
Cloverdale	$ 48,938	$ 23,834	$ 72,772	$ 35,563	$ 14,581	$ 22,629
Cotati	$ 36,903	$ 20,633	$ 57,536	$ 2,671	$ 23,464	$ 31,401
Healdsburg	$ 75,664	$ 32,928	$ 108,593	$ 37,195	$ 21,641	$ 49,757
Petaluma	$ 366,131	$ 161,180	$ 527,311	$ 23,213	$ 162,551	$ 341,547
Rohnert Park	$ 160,679	$ 119,773	$ 280,452	$ 48,869	$ 102,300	$ 129,283
Santa Rosa	$ 839,670	$ 451,064	$ 1,290,734	$ 601,141	$ 209,447	$ 480,146
SEBASTOPOL	$ 33,256	$ 21,922	$ 55,177	$ 16,748	$ 22,875	$ 15,555
Sonoma	$ 47,555	$ 27,814	$ 75,369	$ 2,028	$ 50,928	$ 22,413
Windsor	$ 126,193	$ 74,393	$ 200,586	$ 20,859	$ 86,066	$ 93,661
COUNTY TOTAL	**$ 3,698,515**	**$ 1,319,208**	**$ 5,017,723**	**$ 994,268**	**$ 1,349,131**	**$ 2,674,323**

Jurisidiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
Alameda	$ 3,715,245	$ 4,082,437	$ 7,797,682	$ 2,147,587	$ 1,477,014	$ 4,173,081
Contra Costa	$ 3,111,346	$ 2,674,212	$ 5,785,558	$ 2,914,794	$ 1,078,936	$ 1,791,829
Marin	$ 864,832	$ 641,477	$ 1,506,309	$ 654,672	$ 332,981	$ 523,087
Napa	$ 1,087,116	$ 428,822	$ 1,515,938	$ 704,995	$ 457,632	$ 368,422
San Francisco	$ 2,415,717	$ 2,362,721	$ 4,778,438	$ 2,298,843	$ 487,602	$ 1,991,992
San Mateo	$ 1,929,281	$ 1,983,937	$ 3,913,217	$ 1,440,204	$ 919,297	$ 1,607,188
Santa Clara	$ 5,776,128	$ 5,117,758	$ 10,893,886	$ 3,373,599	$ 2,838,700	$ 4,695,585
Solano	$ 1,906,084	$ 1,288,751	$ 3,194,835	$ 487,841	$ 998,578	$ 1,708,415
Sonoma	$ 3,698,515	$ 1,319,208	$ 5,017,723	$ 994,268	$ 1,349,131	$ 2,674,323
REGION	**$ 24,504,263**	**$ 19,899,322**	**$ 44,403,585**	**$ 15,016,804**	**$ 9,939,872**	**$ 19,533,922**

**Investment Strategy is functionally equivalent to LSR investments in Transportation 2035. Plan would provide funds to maintain current conditions of Pavement. Actual distribution of funds will be subject to OneBayArea Grant county distribution.*

APPENDIX A – 49

2013 TIP Detail

Caltrans 2013 FTIP Development Checklist and Development Guidance

2013 Federal Transportation Improvement Program (FTIP) Checklist and Development Guidance

This checklist will be used by Caltrans to check completeness of FTIP submittals by MPOs

I. Time Line:

- Submit the Draft 2013 FTIP to Caltrans at the start of the FTIP public review period, but no later than **September 3, 2012.**
- Submit the Final 2013 FTIP and their amendments are due to Caltrans on **October 1, 2012.**
- Post the Final 2013 FTIP on Metropolitan Planning Organization (MPO) website by **October 5, 2012.**

II. Checklist for the 2013 FTIP:

MPOs shall include the following as part of the FTIP package to Caltrans Office of Federal Transportation Management Program (OFTMP):

☒ Project Listings
- Identify those projects that are Transportation Control Measures (TCMs)

☒ Detailed Listings for Grouped Projects (back-up listings)

☒ Signed Board Resolution that addresses the following:
- Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450;
- Consistency with the Regional Transportation Plan (RTP) Transportation 2035 (T-2035) (e.g. 2030);
- Financially constraint, the enclosed financial summary affirms availability of funding;
- Meets Air Quality Conformity;
- Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan (SIP);
- Completion of public participation process in accordance with the MPO's Public Participation Plan (PPP).

☒ Project listings included in the final 2013 FTIP are available in California Transportation Improvement Program System (CTIPS)

☒ Financial Summary (Attachment A)
- Includes information covering the first four years of the FTIP
- Electronic copy to your OFTMP FTIP Coordinator your completed financial tables in Excel format

☒ Air Quality Conformity Analysis and Determination

☒ PPP/ Interagency Consultation
- Include the web link to the MPO's PPP

☒ Project Selection Criteria Documentation

☒ Expedited Project Selection Procedures (EPSP) Documentation
- Include the following statement: ***"Projects from the first four years of 2013 FTIP have been selected using the approved project selection procedures."***

☒ Five Copies of the Final 2013 FTIP

III. Mailing Address:

California Department of Transportation
Office of Federal Transportation Management Program, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001
Attn: Muhaned Aljabiry

General Guidance:

This guidance is not intended to supersede any federal regulations. FTIPs must comply with applicable metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450.

1. At the start of the public review period and no later than September 3, 2012, MPOs must transmit 2 copies of their draft 2013 FTIPs to Caltrans OFTMP. All items listed on the FTIP Checklist must be included in the draft 2013 FTIP, except for the signed board resolution.
2. If any MPO does not meet the deadline for FTIP submittal, its FTIP will not be included in the FSTIP until the FSTIP has been approved by the FHWA/FTA. Caltrans will be required to post that MPO's FTIP for public review for 14 days.
3. During the development of the FSTIP, any amendments or administrative modifications to the board adopted FTIPs will be included as part of the Draft FSTIP if they are submitted to Caltrans seven days prior (**October 1, 2012**) to the start of the public review of the Draft FSTIP. Any amendments and modifications that do not meet the deadline will be processed after the federal approval of the FSTIP.
4. Federal regulations require FTIPs to identify costs for maintaining and operating the system of Federal-aid facilities. Include the basis for the calculations of operations and maintenance needs for your region, and provide analysis of revenues dedicated for those activities in the FTIP Financial Plan. Also address the anticipated shortfall in the available revenue, if any, and include plans to address the shortfall.
5. For Planning Studies (non-transportation capital), verify that these projects are included in the Overall Work Program rather than the FTIP.
6. The total funding for each phase shall be shown in the fiscal year wherein federal authorization (E-76 approval) will be sought.
7. Grouped Project Listings: Attachment B provides guidance to MPOs for grouping projects in air quality nonattainment or maintenance areas.
   For MPO areas and rural non-MPO counties that are classified as air quality attainment (SLOCOG, SBCAG, AMBAG and SHASTA) refer to 23CFR771.117 (c) & (d) for additional information on projects that can be classified as "Categorical Exclusion (CE)." For those areas, projects that are not considered regionally significant and qualify as CE may be grouped together. It is the MPO's responsibility to make the eligibility determination for projects to be included in grouped project listings.
8. Projects must be included in the FSTIP to receive environmental approval. Therefore, projects with no funding programmed within the four years of the FTIP and that are programmed in order to receive environmental document approval must add the following to the project description:
   a. RTP Reference and schedule
   b. Project included in the FTIP for environmental approval
9. Each project or phase in the FTIP shall include the following information:
   a. Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase. See the section below for more information.
   b. Total project cost based on the latest estimates, which may extend beyond the four years of the FTIP. The cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars" based on reasonable financial principals and assumptions. In nonattainment and maintenance areas, projects in the first two years of the FTIP shall be limited to those for

which funds are available and committed. Include these financial principals and assumptions in the "Financial plan" for your FTIP.

c. The amount of Federal funds proposed to be obligated during each program year (for the first year, this includes the proposed category of Federal funds and source(s) of nonfederal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of nonfederal funds)
d. Required non- federal matching funds
e. Implementing agency
f. Corresponding Regional Transportation Plan (RTP) number or RTP page number. MPOs that use CTIPS to develop their FTIPs may use "Project Title, Location & Description" field or "MPO Comments" field in CTIPS for including RTP information.

10. Project description must be consistent with the following format:

- **For Highway Projects (State Highways/Local Roads):**

Description Formula: [(Location :) + (Limits) + (;) + (Improvement)]	
Location:	The nearest city or significant town illustrated on popular state highway maps. If the project is located more than 5 miles away from the city or town then prefix the city name with "East, West, North, or South of". • *In Bakersfield:* • *South of Bakersfield:*
Limits:	Project limits can be stated as from one road or street to another. Other boundary landmarks, such as rivers, creeks, state parks, freeway overcrossings, can be used in-lieu of streets or roads. • *Between 1st Street and Pine Boulevard;* • *North of Avenal Creek to South of Route 33;* • *At Rock Creek Bridge;*
Improvement:	Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity). • *Rehabilitate roadway.* • *Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes.* • *Construct left turn lane.*
Example: In Bakersfield: Between 1st Street and Pine Boulevard; rehabilitate roadway.	

- **For Transit Projects:**

Description Formula: [(Location :) + (Limits) + (;) + (Improvement/Activity)]	
Location:	For work at spot locations for large (statewide) transit agencies: • Nearest city or significant town illustrated on popular state highway maps. If the project is located more than 5 miles away from the city or town then prefix the city name with "East, West, North, or South of". • *In Bakersfield:* • *North of Bakersfield:* Otherwise: Skip this step
Limits:	For work at spot locations (all agencies): Name of station, description of facility, name the rail corridor for the project etc. • *Lafayette BART Station;* • *The Daly City Yard, adjacent to the Colma Station;* • *San Joaquin Corridor;* Otherwise: Skip this step
Improvement/ Activity:	Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity). • *Construct station.* • *Construct a Child Care Facility* • *Track and signal improvements* Projects that apply to entire transit agency jurisdiction – describe activity • *Purchase of 59 buses - 12 MCI's and 47 Standard 40 ft buses (note if expansion or replacement)* • *Paratransit van leasing* • *Operating assistance for Sacramento Regional Transit*
Examples: North of Bakersfield: San Joaquin Corridor - Track and signal improvements. Lafayette BART Station; construct a Child Care Facility Operating assistance for Sacramento Regional Transit	

Use of Toll credits for the 2013 FTIP:

Federal-aid highway projects typically require project sponsors to provide certain amount of non-federal funds as match to federal funds. Through the use of Toll Credits (TCs), the non-federal share match requirement can be met by applying an equal amount of toll credit and therefore allow a project to be funded up to100% federal funds for federally participating costs. TCs can be used for the four-year duration of the 2013 FTIPs for state and local highway, and transit projects. Note that use of toll credits does not generate additional federal funding and is limited to the non-federal match required for the federal apportionments available in any given year.

The table includes federal programs for which TCs may or may not be used:

Program	Criteria/ Programming Instructions	CTIPS Fund Type
STIP	Projects with the construction cost (excluding support costs) and/or the right of way cost (excluding support costs) greater than $1 million are eligible to receive TCs.	STIP AC
SHOPP	All SHOPP projects shall be programmed with 100% SHOPP AC	SHOPP AC
Highway Maintenance	All Projects **shall** be programmed with 100% federal funds (STP or NHS) using TCs.	STP or NHS
State Minor	All eligible projects shall be programmed with 100% "SHOPP-AC – Minor Program" fund type (flexible federal fund type) using TCs.	SHOPP AC – Minor Program
HBP	TCs are to be used only on off federal aid system projects	HBP
HSIP, HR3	Per Caltrans "Toll Credits Policy", TCs will not be used for projects from the local safety programs.	
CMAQ and RSTIP	Projects may be programmed with TCs at MPO's discretion. Projects using TCs shall note the "use of TCs" in the project description in the FTIP.	CMAQ, RSTP
FTA- Funded Projects	Projects funded from the formula program are eligible to receive TCs. Below is the list of eligible programs. Projects using TCs shall note the "use of TCs" in the project description in the FTIP. • 5307 including CMAQ and RSTP FTA transfer projects • 5309 • 5310 • 5311 including CMAQ and RSTP FTA transfer projects • 5316 • 5317	Various

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APPENDIX A – 50

2013 TIP Detail

Public Notifications, Hearings and Distribution List

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Appendix A-50
Public Notifications, Hearings and Distribution List

For Draft 2013 TIP Public Comment Period
June 22, 2012 to August 2, 2012

ABAG CEQA Environmental Review Log ..... Attachment A

List of public libraries that receive public review documents .....Attachment B

Postcard announcing availability of the Draft 2013 TIP.....Attachment C

July 11, 2012 Public Hearing Notice
(English, Spanish, and Chinese)..... Attachment D

Newspaper Proof of Publication for notices of
July 11, 2012 Public Hearing .....Attachment E

Transcript of July 11, 2012 Public Hearing ..... Attachment F

For Draft 2013 TIP Public Comment Period
March 29, 2013 to May 3, 2013

List of public libraries that receive public review documents ..... Attachment G

April/May 2013 Public Hearing Notice
(English, Spanish, and Chinese)..... Attachment H

Brochure announcing Open House and Public Hearings
for the Draft Plan Bay Area, Draft 2013 TIP and
Draft Air Quality Conformity Analysis .....Attachment I

TIP outreach to Community Based Organizations (CBOs).....Attachment J

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Association of Bay Area Governments

CEQA Environmental Review Log

Issue No: 346 Friday, June 01, 2012

A listing from the Association of Bay Area Governments of Projects Affecting The Nine-County San Francisco Bay Area

Guide to Listing: Project applications shown in the Newsletter are received and published monthly to notify local governments and other parties about programs requiring intergovernmental review and projects of special significance. For more information, call either the ABAG Clearinghouse at (510) 464-7993 or the contact person.

Documents Received On Or After Friday, June 15, 2012

Due Date	County	Impact Area	Documant Type	Document Title	Lead Agency	Contact	Phone
7/12/2012	MULTI-COUNTY		Notice	Geary Road Bridge Replacement Project - Intent to Adopt Mitigated Neg. Dec.	San Francisco Planning Department	Steve H. Smith	(415) 558-6373

The San Francisco PUC proposes to replace the existing Geary Road Bridge with a new bridge at the existing location to accommodate current load requirements and eliminate the need for a low water crossing. The new bridge is of a similar scale to the existing bridge, and would include a single lane spanning approximately 150 feet over Alameda Creek. The proposed project is on SFPUC property in unincorporated Alameda County within the Sunol Regional Wildreness. The existing bridge is located at the end of Geary Road, where it crosses Alameda Creek and connects to Camp Ohlone Road. The bridge alignment is approximately 6 miles south of the intersection of Calaveras Road and Interstate 680 (I-680), and approximately 3 miles south of the intersection of Calaveras Road and Geary Road. The nearest community is the town of Sunol, located approximately 7 miles north of the project site. Access to the existing bridge is controlled by locked gates.

8/28/2012	MULTI-COUNTY		Notice	Draft 2013 Transportation Inprovement Program (TIP) and Draft Air Quality Conformity Analysis and Finding on the 2013 TIP	Metropolitan Transportation Commiission Programming and Allocations Committee		(510) 817-5700

MTC is currently development the 2013 TIP (FY 0212-13 through FY 2015-16), which includes both a financial constraint analysis and air quality conformity analysis. The 2013 TiP addresses the requirements under the current federal transportation act and subsequent extensions. The 2013 TIP does not include any new regionally significant projects beyond thase included in the current Regional Transportation Plan, Transportation 2035.

7/11/2012	MULTI-COUNTY		NOP	Plan Bay Area - Draft EIR	Metropolitan Transportation Commission/Association of Bay Area Governments	Ashley Nguyen	(510) 817-5848

Plan Bay Area is a joint effort leg by MTC and ABAG and developed in partnership with the Bay Area's other two regional government agencies, the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC). Plan Bay Area meets the requirements of SB 375 by developing an integrated RTP/SCS plan and strives to attain the per-capita GHG emission reduction targets of -7 percent by year 2020 and -15 percent by year 2035 from 2005 levels. Plan Bay Area, which ocovers the period throught 2040, is the first Bay Area RTP that is subject to SB 375.

6/19/2012	Alameda		NOP	Proposed Finger Avenue Nine-Lot Planned Development Project (50,80,& 88 Finger Avenue)	City of Redwood City Planning Services	Maureen Riordan	(650) 780-7226

Demolition of the 1.69 acre project site's existing structures (three primary signle-family homes and three subordinate cottage-type dwelling units) and re-subdivision of the three existing parcels into nine lots to construct nine, two-story, single-family residences with two car garages and five on-site gurest parking spaces. The lots would range in size from 6,000 to 8,214 square feet. Poritons of the homes on Lots 1-4 would encroach within the required 25-foot setback from the tope of bank of Cordilleras Creek (per Zoning Ardinance Section 32.12 (F)(3)) with 15, 18 and 20 foot setbacks respectively. Access to the site would also be via a 22 foot wide, one-way private roadway containing a four foot wide pedestrian path/rolled curb (per Municipal Code Chapter 30, Sections 30.118(B) and 30.69) where the Engineering standard is normally a 25 foot wide, two-way private roadway plus a five foot sidewalk. The property would have an on-site storm drainagle system. The applicant also proposes to retain 33 existing trees, remove 10 trees (8 living + 2 dead), relocate four (4) trees on site and plan 52 replacement trees (the "Finger Avenue Project").

Attachment A

Due Date	County	Impact Area	Documant Type	Document Title	Lead Agency	Contact	Phone
7/6/2012	ALAMEDA COUNTY		NOP	Dublin Crossing Specific Plan (PA 08-049)	City of Dublin	Kristi Bascom, Princi	(925) 556-4557

In 2008, the project applicant submitted a Pre-Development Application to the City of Dublin and began discussions with the city about potential future development at the project site. The Project Applicant proposes to build 1,695 residential unit.

7/16/2012	ALAMEDA COUNTY		Notice	NOTICE OF AVAILABILITY DRAFT ENVIRONMENTAL IMPACT REPORT ACHESON COMMONS PROJECT AND NOTICE OF PUBLIC HEARINGS	Planning and Development Department	Greg Powell	(510) 981-7414

The proposed project would involve the construction of 202 new dwelling space. New five-story residental structures would be built above the MacFarlane, Krishna Copy Center and the Ace Hardware Buildings.

7/27/2012	Contra Costa		Notice	WesPac Pittsburg Energy Infrastructure Project - Draft EIR	City of Pittsburg Planning Deparmtnet	Kristin Vahl Pollot	(925) 252-4920

The proposed WesPac Energy--Pittsburg Terminal (Terminal) would be designed to receive crude oil and paritally refined crude oil from marine vessels or pipelines, store the oil in the existing storage tanks, and then transfer the oil to nearby refineries. The proposed project would involve the evaluation for the condition and suitability for intended service. The facility and equipment would then be repaired, upgraded, and/or replaced to bring the facility inot compliance with industry standards and with applicable regulatory requirements. All products handled at the Terminal would be transported by ship, barge, or pipeline; no products would be transported by truck or rail as part of the proposed project.

7/30/2012	Marin		Notice	Child Study Center at College of Marin, Kenfield Campus, Larkspur Annex. - Draft EIR	Marin Community College District	Debra Mathau	(415) 884-3195

The proposed project includes the construction of a one-story (16-foot tall), 5,936 (not including the deck) square foot Child Study Center (CSC) on the College of Marin Larkspur Annex site. The site is currently a vacant, paved parking lot that has been used for overflow parking for District students and staff as well as storage of construction trailers and equipment. A restroom trailer would remain on the site. A total of 19 on-site parking spaces would be provided, in addition to an outdoor play area and garded. The existing CSC is used by about 28 children while the proposed project would accommodate 32 children. The CSC has seven fulltime staff and three part-time staff.

7/13/2012	SAN FRANCISCO CITY AND COUNTY		Neg. Dec.	Academic Office Building, Mission Bay Block 25A	University of California San Francisco Campus Planning Office	Diane Wong	(415) 502-5952
	SAN FRANCISCO CITY AND COUNTY		Notice	Lease Agreement for subsurface utlity trenches and air rights for pedestrian bridges	University of California Physical & Environment Planning	Charlotte Strem	

Lease between The Regents of the Universy of California, as Lessee, and the City and County of San Francdisco (City), as Lessor, for two underground utility trenches and air rights for two pedestrian bridges located under and over Fourth Street, sout of 16th Street and north of Mariposa Street, San Francisco, California. Fpr ise bu the UCSF Medical Center at Mission Bay. Lease is required for hospital operations (utility connections beneath Fourth Street) and inpatient movement between hospitals (pedestrian bridges above Fourth Street).

7/7/2012	SAN FRANCISCO CITY AND COUNTY		Notice	34th America's Cup - Environmental Assessment	National Park Service/United States Coast Guard	Golden Gate National	

The National Park Service and the U.S. Coast Guard, in cooperation with the U.S. Army Corps of Engineers and the Presidio Trust have completed an Environmental Assessment (EA) for the 34th America's Cup Races. The EA proposes one no-action alternative and four action alternatives that examine the race area, spectator venues and secondary viewing areas, and race-related water-based work. An expanded summary of the EA is also available.

Attachment B

San Francisco Bay Area Libraries that receive public review documents

Attn: Documents Dept.
Alameda County Business Library
2450 Stevenson Boulevard
Fremont, CA 94538-2326
778

Alameda County Library
Newark Branch
6300 Civic Terrace Avenue
Newark, CA 94560-3795
778

Nancy Atkins
Documents Librarian
Solano County Library
John F. Kennedy Library Branch
505 Santa Clara Street
Vallejo, CA 94590-5922
778

Attn: Documents Dept.
Berkeley Public Library
Main Branch
2090 Kittredge Street
Berkeley, CA 94704-1491
778

Attn: Documents Dept.
Calistoga Public Library
1108 Myrtle Street
Calistoga, CA 94515-1730
778

Attn: Documents Dept.
City of Palo Alto
Library, Main Branch
1213 Newell Road
Palo Alto, CA 94303-2999
778

Attn: Documents Dept.
Contra Costa County Library
Pleasant Hill Branch
1750 Oak Park Boulevard
Pleasant Hill, CA 94523-4497
778

Attn: Documents Dept.
Contra Costa County Library
Antioch Branch
501 West 18th Street
Antioch, CA 94509-2292
778

Attn: Documents Dept.
Contra Costa County Library
Concord Branch
2900 Salvio Street
Concord, CA 94519-2597
778

Ms. Elaine Crepeau
Head, Technical Services
Belvedere Tiburon Library
1501 Tiburon Boulevard
Tiburon, CA 94920-2530
778

Attn: Documents Dept.
Daly City Public Library
40 Wembley Drive
Daly City, CA 94015-4399
778

Attn: Documents Dept.
Dixon Public Library
230 North First Street
Dixon, CA 95620-3028
778

Attn: Documents Dept.
Dr. Martin Luther King, Jr. Library
150 East San Fernando Street
San Jose, CA 95112-3580
778

Attn: Documents Dept.
Hayward Public Library
835 C Street
Hayward, CA 94541-5120
778

Attn: Documents Dept.
Livermore Public Library
1188 South Livermore Avenue
Livermore, CA 94550-9315
778

Attn: Documents Dept.
Los Gatos Public Library
110 East Main Street
Los Gatos, CA 95030-6981
778

Attn: Documents Dept.
Marin County Free Library
3501 Civic Center Drive, Room 414
San Rafael, CA 94903-4189
778

Attn: Documents Dept.
Mill Valley Public Library
375 Throckmorton Avenue
Mill Valley, CA 94941-2698
778

MTC-ABAG Library
778

Attn: Documents Dept.
Napa City-County Library
580 Coombs Street
Napa, CA 94559-3396
778

Attn: Documents Dept.
Newark Public Library
6300 Civic Terrace Avenue
Newark, CA 94560-3795
778

Attn: Documents Dept.
Novato Regional Library
1720 Novato Boulevard
Novato, CA 94947-3084
778

Attn: Magazine Dept.
Oakland Public Library
Main Branch
125 14th Street
Oakland, CA 94612-4310
778

Attn: Documents Dept.
Petaluma Regional Library
100 Fairgrounds Drive
Petaluma, CA 94952-3369
778

Attn: Documents Dept.
Redwood City Public Library
1044 Middlefield Road
Redwood City, CA 94063-1868
778

Attn: Documents Dept.
Richmond Public Library
325 Civic Center Plaza
Richmond, CA 94804-1659
778

Attn: Government Documents
San Francisco Public Library
Main Branch
100 Larkin Street
San Francisco, CA 94102-4705
778

San Leandro Community Library
300 Estudillo Avenue
San Leandro, CA 94577-4783
778

Attn: Documents Dept.
San Mateo County Library
Half Moon Bay Branch
620 Correas Street
Half Moon Bay, CA 94019-1998
778

Attn: Documents Dept.
San Mateo Public Library
Main Branch
55 West Third Avenue
San Mateo, CA 94402-1592
778

Attn: Documents Dept.
San Ramon Branch Library
100 Montgomery Street
San Ramon, CA 94583-4707
778

Attn: Documents Dept.
Santa Clara City Library
Main Branch
2635 Homestead Road
Santa Clara, CA 95051-5387
778

Attn: Documents Dept.
Santa Clara County Library
Gilroy Branch
7652 Monterey Street
Gilroy, CA 95020-5216
778

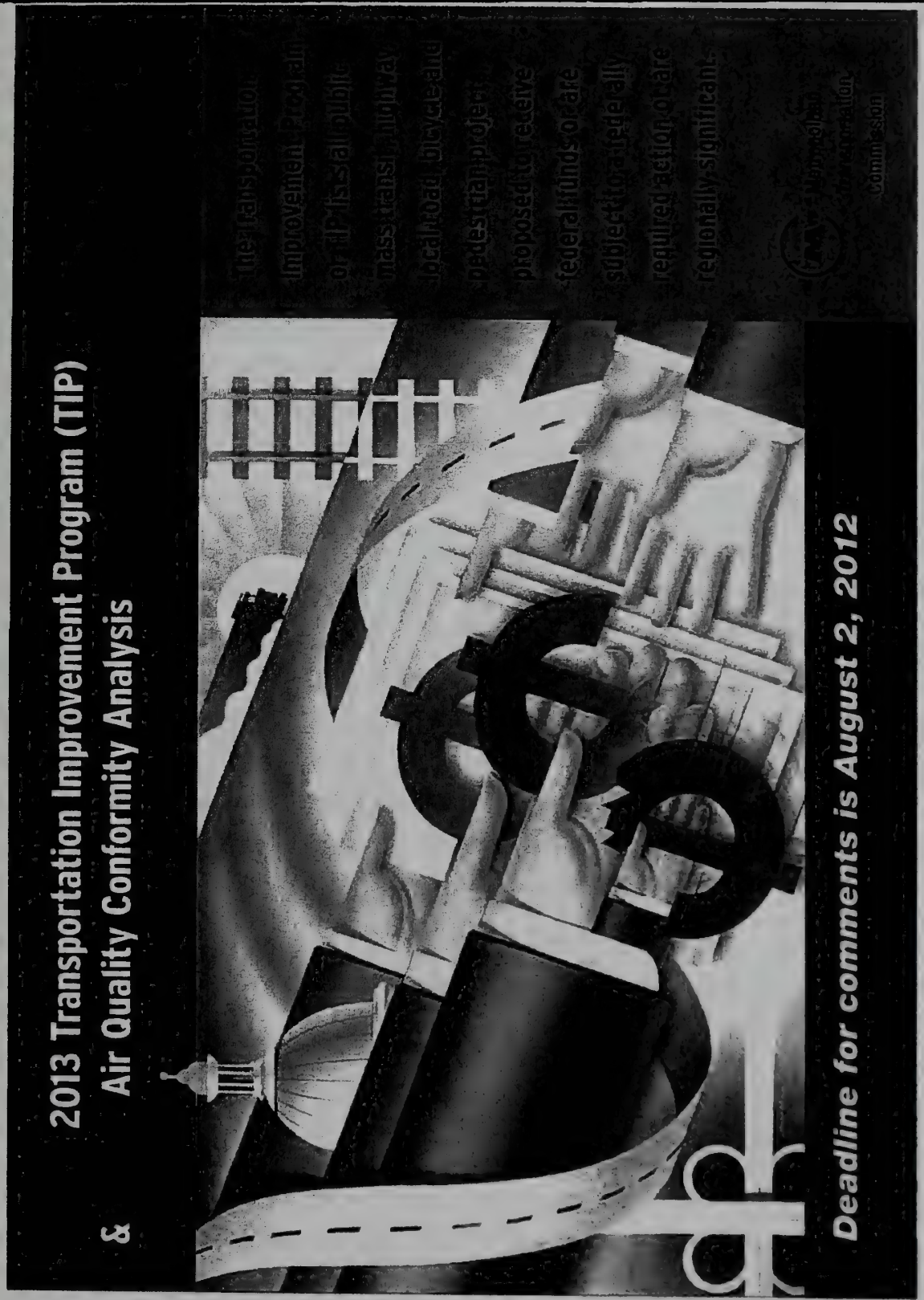
Attn: Documents Dept.
Solano County Library
Fairfield Civic Center Library Branch
1150 Kentucky Street
Fairfield, CA 94533-5799
778

Attn: Documents Dept.
Sonoma County Library
Central Branch
Third and E Streets
Santa Rosa, CA 95404-4400
778

Attn: Documents Dept.
Sunnyvale Public Library
665 West Olive Avenue
Sunnyvale, CA 94086-3707
778

Attachment C

This postcard announcing the availability of the Draft 2013 Transportation Improvement Program (TIP) for public review is being sent to a wide range of public and private entities.



Metropolitan Transportation Commission

View the Draft 2013 TIP & Draft Transportation-Air Quality Conformity Analysis

- online at *www.mtc.ca.gov/funding/tip/index.htm*, or at the major public libraries in the nine Bay Area counties.
- For more information, or for the location of the library closest to you, call MTC's Public Information Office at 510-817-5757. The information is also available online at the above mentioned link.

Comment on the Draft 2013 TIP & Draft Transportation-Air Quality Conformity Analysis

A public hearing to receive public testimony on both documents is scheduled during MTC's Programming & Allocations Committee, on **Wednesday, July 11, 2012, 10:00 a.m.**, or immediately following MTC's Administration Committee meeting, whichever occurs later, at the Joseph P. Bort MetroCenter Auditorium, 101 Eighth Street, Oakland (Across from the Lake Merritt BART Station).

The public review and comment period ends at **5 p.m. on Thursday, August 2, 2012.** Submit comments to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or fax to MTC at 510-817-5848 or send via e-mail to <info@mtc.ca.gov>.

This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

At its September 12, 2012 regularly scheduled meeting, MTC's Programming and Allocations Committee will consider public comments received. MTC is scheduled to approve the final documents on September 26, 2012, during its regularly scheduled Commission meeting.

Accessible Meetings

Sign Language interpreters or readers will be provided for the hearing if requested at least three business days in advance; every effort will be made to provide interpreters for non-English speakers if requested at least three business days in advance. To make your request, please call 510-817-5757.

Joseph P. Bort MetroCenter
101 Eighth Street, Oakland, CA 94607
TEL: 510.817.5700 • TTY/TDD: 510.817.5769
E-MAIL: info@mtc.ca.gov

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Metropolitan Transportation Commission
Notice of Public Hearing

Attachment D

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

1) **Draft 2013 Transportation Improvement Program (TIP)**: This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2013 TIP was developed to be consistent with MTC's *Transportation 2035 Plan for the San Francisco Bay Area,* the 25-year spending plan for transportation projects in the nine-county San Francisco Bay Area.
2) **Draft Transportation-Air Quality Conformity Analysis for the Draft 2013 TIP**: MTC is also preparing a transportation-air quality conformity analysis for the Draft 2013 TIP. Since the Draft 2013 TIP does not include any new regionally significant projects beyond those currently included in the Transportation 2035 Plan, and these projects have been modeled in the appropriate analysis year using the latest planning assumptions, MTC will rely on the previous regional emissions analysis to make a conformity finding on the Draft 2013 TIP.

Copies of the Draft 2013 TIP – which includes the financial constraint analysis and the Draft Transportation-Air Quality Conformity Analysis – will be available for public review on June 22, 2012, at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents will be posted on the MTC Web site at http://www.mtc.ca.gov/ or at http://www.mtc.ca.gov/funding/tip/index.htm.

A public hearing to receive public testimony on these documents is scheduled during MTC's Programming & Allocations Committee. The hearing is set for:

Wednesday, July 11, 2012, 11:00 a.m., or immediately following
MTC's Administration Committee meeting, whichever occurs later,
390 Main Street, San Francisco, California

Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to <info@mtc.ca.gov>. Written comments are due by 5 p.m. on Thursday August 2, 2012. For more information, call MTC's Public Information Office at 510/817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

At its September 12, 2012 regularly scheduled meeting, MTC's Programming and Allocations Committee will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2013 TIP on September 26, 2012, during its regularly scheduled Commission meeting.

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Comisión Metropolitana de Transporte
Aviso de Audiencia Pública

La Comisión Metropolitana de Transporte (MTC) invita a las personas interesadas a hacer comentarios sobre los siguientes documentos preliminares de programación del transporte:

1) **Anteproyecto del Programa de Mejora del Transporte (TIP) de 2013**: Este es el documento de programación del transporte de la región que contiene los proyectos de transporte de superficie, incluyendo, a título de ejemplo, transporte público masivo, autopistas, carreteras locales, y proyectos para ciclistas y peatones que han sido propuestos para la financiación basada en la disponibilidad esperada de fondos federales, estatales y locales durante los próximos cuatro años, y que recibirán fondos federales o están sujetos a una acción requerida a nivel federal, o bien que son de importancia regional. El programa TIP debe atenerse a límites financieros anuales, y debe ser actualizado por lo menos cada cuatro años. El Anteproyecto del TIP de 2013 fue desarrollado para ser compatible con el *Plan de Transporte 2035 para el Área de la Bahía de San Francisco* de la MTC, el plan de gastos a 25 años para proyectos de transporte en los nueve condados del Área de la Bahía de San Francisco.
2) **Proyecto del Análisis de conformidad del transporte con la calidad del aire para el Anteproyecto del TIP de 2013**: MTC también está preparando un análisis de la conformidad del transporte con la calidad del aire para el Anteproyecto del TIP de 2013. Dado que el Anteproyecto del TIP de 2013 no incluye ningún proyecto nuevo de importancia regional más allá de los actualmente incluidos en el Plan de Transporte 2035, y estos proyectos han sido modelados en el año de análisis correspondiente utilizando las hipótesis más recientes de planificación, MTC se basará en el anterior análisis regional de emisiones para hacer una declaración sobre la conformidad concerniente al Anteproyecto del TIP de 2013.

Se dispondrá de copias del Anteproyecto del TIP de 2013, el cual incluye el análisis de los límites financieros y el proyecto del Análisis de conformidad del transporte con la calidad del aire, para la revisión del público el 22 de junio de 2012, en la Biblioteca de la MTC, y en las principales bibliotecas públicas en cada uno de los nueve condados del Área de la Bahía. Los documentos se publicarán en el sitio web de MTC en http://www.mtc.ca.gov/ o en http://www.mtc.ca.gov/funding/tip/index.htm.

Se tiene programada una audiencia para recibir testimonio público sobre estos documentos durante la sesión del Comité de Programación y Asignaciones de la MTC. La audiencia está programada para el:

Miércoles 11 de julio de 2012 a las 11:00 a.m., o inmediatamente después de la
Junta del Comité Administrativo de MTC, lo que ocurra al último.
390 13th Street, San Francisco, CA

Los comentarios por escrito pueden ser enviados a la Oficina de Información Pública de MTC en 101 Eighth St., Oakland, CA 94607; o enviados por fax a MTC al 510-817-5848 o por correo electrónico a <info@mtc.ca.gov>. Los comentarios escritos deben recibirse antes de las 5 p.m. del jueves 2 de agosto de 2012. Para obtener más información, llame a la Oficina de Información Pública de MTC al 510/817-5757. Este aviso también sirve para satisfacer los requisitos de participación pública del programa anual de proyectos de la Administración Federal de Transporte (FTA).

En su reunión ordinaria del 12 de septiembre de 2012, el Comité de Programación y Asignaciones de MTC considerará los comentarios públicos recibidos al final del período de comentarios. MTC tiene previsto aprobar el análisis final de conformidad del transporte con la calidad del aire, así como el Anteproyecto del TIP de 2013, durante su reunión ordinaria de la Comisión.

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大都會交通運輸委員會
公共聽證會通知

大都會交通運輸委員會（MTC）在此邀請感興趣的人士對以下交通規劃文件草稿提出評論意見：

1) **2013 年交通改善計劃（TIP）草稿：**此為地區交通規劃文件，包含地面交通專案，其中包括但不限於根據預計今後四年可提供的聯邦、州和地方資金提議資助的公共交通、高速公路、地方公路、自行車和行人專案，此類專案將接受聯邦資助或受聯邦政府要求採取的行動制約或具有地區重要性。TIP 必須受年度財務預算的制約，並須至少每四年更新一次。2013 年 TIP 草稿與 MTC 的三藩市灣區 29 個縣的交通專案二十五年開支計劃「三藩市灣區 2035 年交通計劃」保持一致。
2) **2013 年 TIP 草稿的交通空氣品質合規分析草稿：**MTC 還在進行 2013 年 TIP 草稿的交通空氣品質合規分析。由於 2013 年 TIP 草稿不包括任何超出 2035 年交通計劃目前包括專案範圍的具有地區重要性的新專案，並且此類專案已經使用最新規劃假設在相關分析年度進行模擬，MTC 將根據以前的地區排放分析，對 2013 年 TIP 草稿進行合規調查。

2013 年 TIP 草稿副本 — 包括財務限制分析和交通空氣品質合規分析草稿 — 將於 2012 年 6 月 22 日在 MTC 圖書館以及灣區九個縣的主要公共圖書館供公眾審閱。此類文件將在 MTC 網站 http://www.mtc.ca.gov/ 或 http://www.mtc.ca.gov/funding/tip/index.htm 網站上刊載。

MTC 規劃與分配委員會會議決定召開接受公眾對此類文件證言的公共聽證會。聽證會安排在以下時間和地點進行：

2012 年 7 月 11 日（星期三）上午 11 時

或者在 MTC 行政委員會會議之後，

以較遲者爲準

地址：390 Main Street, San Francisco, California

必須將書面評論意見送交至 MTC 公共資訊辦公室，地址：Public Information Office, 101 Eighth St., Oakland, CA 94607；或用傳真發送給 MTC，傳真號碼 510-817-5848；或用電子郵件發送至 <info@mtc.ca.gov>。送交書面評論意見的截止日期是 2012 年 8 月 2 日（星期四）下午五時。詳情請電洽 MTC 公共資訊辦公室，電話號碼 510-817-5757。本通知同時滿足聯邦公共交通管理局（FTA）年度專案計劃的公眾參與要求。

MTC 規劃與分配委員會將在 2012 年 9 月 12 日常規會議上考慮在評論階段截止前收到的公眾評論意見。MTC 計劃在 2012 年 9 月 26 日召開的常規委員會會議上批准交通空氣品質合規分析終稿和 2013 年 TIP。

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Attachment E

On the following pages are the Proof of Publication for notices of the July 11, 2012 Public Hearing on the Draft 2013 TIP that were published in the following newspapers:

California Voice
Contra Costa Times
El Mensajero
Fairfield Daily Republic
Marin Independent Journal
Napa Valley Register
Oakland Tribune
San Francisco Examiner
San Jose Mercury News
San Mateo Times
Santa Rosa Press Democrat
Sing Tao

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy, appeared in the:

CALIFORNIA VOICE

On the following dates:

June 24, 2012

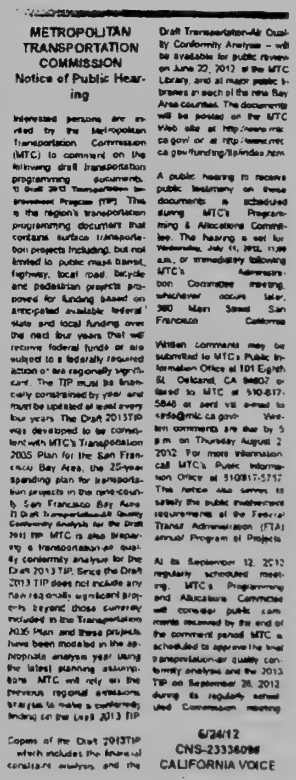
I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

25th day of **July** 2012

Signature

2333609



METROPOLITAN TRANSPORTATION COMMISSION
Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents: 1) Draft 2013 Transportation Improvement Program (TIP). This is the region's transportation programming document that contains surface transportation projects including, but not limited to public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year and must be updated at least every four years. The Draft 2013 TIP was developed to be consistent with MTC's Transportation 2035 Plan for the San Francisco Bay Area, the 25-year spending plan for transportation projects in the nine-county San Francisco Bay Area. 2) Draft Transportation-Air Quality Conformity Analysis for the Draft 2013 TIP. MTC is also preparing a transportation-air quality conformity analysis for the Draft 2013 TIP. Since the Draft 2013 TIP does not include any non-exempt regionally significant projects beyond those currently included in the Transportation 2035 Plan and these projects have been modeled in the appropriate analysis year using the latest planning assumptions, MTC will rely on the previous regional emissions analysis to make a conformity finding on the Draft 2013 TIP.

Copies of the Draft 2013TIP, which includes the financial constraint analysis, and the Draft Transportation-Air Quality Conformity Analysis – will be available for public review on June 22, 2012 at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents will be posted on the MTC Web site at http://www.mtc.ca.gov/ or at http://www.mtc.ca.gov/funding/tip/index.htm.

A public hearing to receive public testimony on these documents is scheduled during MTC's Programming & Allocations Committee. The hearing is set for Wednesday, July 11, 2012, 11:00 a.m., or immediately following MTC's Administration Committee meeting, whichever occurs later, 390 Main Street San Francisco California.

Written comments may be submitted to MTC's Public Information Office at 101 Eighth St. Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to info@mtc.ca.gov. Written comments are due by 5 p.m. on Thursday August 2, 2012. For more information call MTC's Public Information Office at 510817-5757. The notice also serves to satisfy the public participation requirements of the Federal Transit Administration (FTA) annual Program of Projects.

At its September 12, 2012 regularly scheduled meeting, MTC's Programming and Allocations Committee will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2013 TIP on September 26, 2012 during its regularly scheduled Commission meeting.

6/24/12
CNS-2333609#
CALIFORNIA VOICE

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"

Rev. 11:09 Daily Journal Corporation, 915 East First Street, Los Angeles, CA 90012



Contra Costa Times

PO Box 4147
Walnut Creek, CA 94596
(925) 935-2525

Calif. Newspaper Svc.
Billing Dept.,P.O. Box 60460
Los Angeles CA 90060

PROOF OF PUBLICATION

FILE NO. 2333610

In the matter of

Contra Costa Times

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter.

I am the Principal Legal Clerk of the Contra Costa Times, a newspaper of general circulation, printed and published at 2640 Shadelands Drive in the City of Walnut Creek, County of Contra Costa, 94598

And which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Contra Costa, State of California, under the date of October 22, 1934. Case Number 19764.

The notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

6/22/2012

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Executed at Walnut Creek, California.
On this 27th day of June, 2012.

Signatu

* A 0 0 0 0 0 2 7 3 1 8 2 0 *

Legal No. **0004476066**

METROPOLITAN TRANSPORTATION COMMISSION
Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:
1) Draft 2013 Transportation Improvement Program (TIP): This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2013TIP was developed to be consistent with MTC's Transportation 2035 Plan for the San Francisco Bay Area, the 25-year spending plan for transportation projects in the nine-county San Francisco Bay Area.
2) Draft Transportation-Air Quality Conformity Analysis for the Draft 2013 TIP: MTC is also preparing a transportation-air quality conformity analysis for the Draft 2013 TIP. Since the Draft 2013 TIP does not include any new regionally significant projects beyond those currently included in the Transportation 2035 Plan, and these projects have been modeled in the appropriate analysis year using the latest planning assumptions, MTC will rely on the previous regional emissions analysis to make a conformity finding on the Draft 2013 TIP.
Copies of the Draft 2013TIP - which includes the financial constraint analysis and the Draft Transportation-Air Quality Conformity Analysis - will be available for public review on June 22, 2012, at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents will be posted on the MTC Web site at http://www.mtc.ca.gov/ or at http://www.mtc.ca.gov/funding/tip/index.htm.
A public hearing to receive public testimony on these documents is scheduled during MTC's Programming & Allocations Committee. The hearing is set for: Wednesday, July 11, 2012, 11:00 a.m., or immediately following MTC's Administration Committee meeting, whichever occurs later, 390 Main Street, San Francisco, California
Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to <info@mtc.ca.gov>. Written comments are due by 5 p.m. on Thursday August 2, 2012. For more information, call MTC's Public Information Office at 510/817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.
At its September 12, 2012 regularly scheduled meeting, MTC's Programming and Allocations Committee will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2013 TIP on September 26, 2012, during its regularly scheduled Commission meeting.
6/22/12
CNS-2333610#
CCT# 4476066
June 22, 2012

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San Francisco, Oakland, San Jose, Santa Rosa, Sacramento
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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

EL MENSAJERO

On the following dates:

July 1, 2012

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this
6th day of **August** 20**12**

Signature

2333620

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"

Rev. 11/09 Daily Journal Corporation, 915 East First Street, Los Angeles, CA 90012

★A0000027665 22★

COMISIÓN METROPOLITANA DE TRANSPORTE
Aviso de
Audiencia Pública

La Comisión Metropolitana de Transporte (MTC) invita a las personas interesadas a hacer comentarios sobre los siguientes documentos preliminares de programación del transporte:

1) Anteproyecto del Programa de Mejora del Transporte (TIP) de 2013: Este es el documento de programación del transporte de la región que contiene los proyectos de transporte de superficie, incluyendo, a título de ejemplo, transporte público masivo, autopistas, carreteras locales, y proyectos para ciclistas y peatones que han sido propuestos para la financiación basada en la disponibilidad esperada de fondos federales, estatales y locales durante los próximos cuatro años, y que recibirán fondos federales o están sujetos a una acción requerida a nivel federal, o bien que son de importancia regional. El programa TIP debe atenerse a límites financieros anuales, y debe ser actualizado por lo menos cada cuatro años. El Anteproyecto del TIP de 2013 fue desarrollado para ser compatible con el Plan de Transporte 2035 para el Área de la Bahía de San Francisco de la MTC, el plan de gastos a 25 años para proyectos de transporte en los nueve condados del Área de la Bahía de San Francisco.

2) Proyecto del Análisis de conformidad del transporte con la calidad del aire para el Anteproyecto del TIP de 2013: MTC también está preparando un análisis de la conformidad del transporte con la calidad del aire para el Anteproyecto del TIP de 2013. Dado que el Anteproyecto del TIP de 2013 no incluye ningún proyecto nuevo de importancia regional más allá de los actualmente incluidos en el Plan de Transporte 2035, y estos proyectos han sido modelados en el año de análisis correspondiente utilizando las hipótesis más recientes de planificación, MTC se basará en el anterior análisis regional de emisiones para hacer una declaración sobre la conformidad concerniente al Anteproyecto del TIP de 2013.

Se dispondrá de copias del Anteproyecto del TIP de 2013, el cual incluye el análisis de los límites financieros y el proyecto del Análisis de conformidad del transporte con la calidad del aire, para la revisión del público el 22 de junio de 2012, en la Biblioteca de la MTC, y en las principales bibliotecas públicas en cada uno de los nueve condados del Área de la Bahía. Los documentos se publicarán en el sitio web de MTC en http://www.mtc.ca.gov/ o en http://www.mtc.ca.gov/funding/tip/index.htm.

Se tiene programada una audiencia para recibir testimonio público sobre estos documentos durante la sesión del Comité de Programación y Asignaciones de la MTC. La audiencia está programada para el: **Miércoles 11 de julio de 2012 a las 11:00 a.m., o inmediatamente** después de la Junta del Comité Administrativo de MTC, lo que ocurra al último. 390 13th, Street, San Francisco, CA

Los comentarios por escrito pueden ser enviados a la Oficina de Información Pública de MTC en 101 Eighth St., Oakland, CA 94607; o enviados por fax a MTC al 510-817-5848 o por correo electrónico a <info@mtc.ca.gov>. Los comentarios escritos deben recibirse antes de las 5 p.m. del jueves 2 de agosto de 2012. Para obtener más información, llame a la Oficina de Información Pública de MTC al 510/817-5757. Este aviso también sirve para satisfacer los requisitos de participación pública del programa anual de proyectos de la Administración Federal de Transporte (FTA).

En su reunión ordinaria del 12 de septiembre de 2012, el Comité de Programación y Asignaciones de MTC considerará los comentarios públicos recibidos al final del período de comentarios. MTC tiene previsto aprobar el análisis final de conformidad del transporte con la calidad del aire, así como el Anteproyecto del TIP de 2013, durante su reunión ordinaria de la Comisión.
7/1/12
CNS-2333620#
EL MENSAJERO

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Solano

I am a citizen of the United States and a resident of Solano County. I am over the age of eighteen years and not a party to, or interested in, this Legal or Public Notice matter. I am the principal Legal Advertising Clerk for the

DAILY REPUBLIC
1250 Texas Street
P.O. Box 47
Fairfield, CA 94533

a newspaper of general circulation printed and published mornings, daily and Sunday, in the City of Fairfield, County of Solano, which has been adjudged a newspaper of general circulation by the Superior Court of the County of Solano, State of California, Case Number 25875, on June 30, 1952.

I certify under penalty of perjury that the attached Legal or Public Notice has been published in each regular and entire issue of the Daily Republic, and not in any supplement, on the following date(s):

June 21,

in the year: 2012

By: Donna Jacobs

Donna Jacobs, Legal Advertising Clerk

Date: June 21, 2012

This Space For Filing Stamp

METROPOLITAN TRANSPORTATION COMMISSION
Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

1) Draft 2013 Transportation Improvement Program (TIP): This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2013TIP was developed to be consistent with MTC's Transportation 2035 Plan for the San Francisco Bay Area, the 25-year spending plan for transportation projects in the nine-county San Francisco Bay Area.

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Wednesday, July 11, 2012, 11:00 a.m., or immediately following
MTC's Administration Committee meeting, whichever occurs later,
390 Main Street, San Francisco, California

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6/21/12
CNS-2333617#
THE DAILY REPUBLIC
DR#24562257

A00000273186 5

Marin Independent Journal
150 Alameda del Prado
PO Box 6150
Novato, California 94948-1535
(415) 382-7335
legals@marinij.com

CALIFORNIA NEWSPAPER SERVICE
915 E 1ST ST
LOS ANGELES CA 90012-4050

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Marin

FILE NO. CNS-2333611#-0004475312

I am a citizen of the United States and a resident of the County aforesaid: I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer of the MARIN INDEPENDENT JOURNAL, a newspaper of general circulation, printed and published daily in the County of Marin, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Marin, State of California, under date of FEBRUARY 7, 1955, CASE NUMBER 25566; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

6/21/2012

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated this 21th day of June, 2012.

Donna Lafarus

Signature

PROOF OF PUBLICATION

A0000027151 81

Legal No. **0004475312**

Metropolitan Transportation Commission Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

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6/21/12
CNS-2333611#
MARIN INDEPENDENT JOURNAL no. 932

AFFIDAVIT OF PUBLICATION NAPA VALLEY PUBLISHING

California Newspaper Service Bureau
PO Box 60460, ,
Los Angeles, CA 90060

ACCOUNT # 1203

AD NUMBER 0000158024-01

STATE OF CALIFORNIA

COUNTY OF NAPA

I AM A CITIZEN OF THE UNITED STATES AND A RESIDENT OF THE COUNTY AFORESAID; I AM OVER THE AGE OF EIGHTEEN YEARS, AND NOT A PART TO OR INTERESTED IN THE ABOVE-ENTITLED MATTER. I AM THE PRINCIPAL CLERK OF THE NAPA VALLEY REGISTER, A NEWSPAPER OF GENERAL CIRCULATION, PRINTED AND PUBLISHED DAILY IN THE CITY OF NAPA, COUNTY OF NAPA, AND WHICH NEWSPAPER HAS BEEN ADJUDGED A NEWSPAPER OF GENERAL CIRCULATION BY THE SUPERIOR COURT OF THE COUNTY OF NAPA, STATE OF CALIFORNIA, UNDER THE DATE OF NOVEMBER 16, 1951, CASE NUMBER 12752,

THAT I KNOW FROM MY OWN PERSONAL KNOWLEDGE THE NOTICE, OF WHICH THE ANNEXED IS A PRINTED COPY (SET IN TYPE NOT SMALLER THAN NONPAREIL), HAS BEEN PUBLISHED IN EACH REGULAR AND ENTIRE ISSUE OF SAID NEWSPAPER AND NOT IN ANY SUPPLEMENT THEREOF ON THE FOLLOWING DATES, TO WIT:

PUBLISHED IN NVR:: 6/22/2012

FILED ON: 06/22/2012

I CERTIFY (OR DECLARE) UNDER PENALTY OF PERJURY THAT THE FOREGOING IS TRUE AND CORRECT.

DATED AT NAPA COUNTY, CALIFORNIA,

THIS DAY 22 OF June, 2012

SIGNATURE

A0000027213 93

Ad Content Proof

PUBLIC NOTICE

METROPOLITAN TRANSPORTATION COMMISSION

Notice of Public Hearing

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6/22/12 158024 CNS-2333613#

THE OAKLAND TRIBUNE

7677 OAKPORT ST STE 950, OAKLAND, CA 94621
Telephone (510) 293-2797 / Fax (510) 293-2697

This space for filing stamp only

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of ALAMEDA) ss

Notice Type: HRG - NOTICE OF HEARING

Ad Description:
2013 Draft TIP Public Hearing Notice

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the OAKLAND TRIBUNE, a newspaper published in the English language in the city of OAKLAND, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of ALAMEDA, State of California, under date of 12/06/1951, Case No. 23779. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

06/23/2012

Executed on: 07/06/2012
At OAKLAND, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature

CNS#: 2333614

METROPOLITAN TRANSPORTATION COMMISSION NOTICE OF PUBLIC HEARING

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6/23/12
CNS-2333614#
THE OAKLAND TRIBUNE

★ A 0 0 0 0 0 2 7 3 0 1 7 3 ★

SAN FRANCISCO EXAMINER

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71 STEVENSON 2ND FL, SAN FRANCISCO, CA 94105
Telephone (415) 359-2723 / Fax (415) 359-2659

Pam Grove
METRO. TRANS COMM/PUBLIC INFO
101 8TH ST.
OAKLAND, CA - 94607

CNS#: 2333615

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of SAN FRANCISCO) ss

Notice Type: HRG - NOTICE OF HEARING

Ad Description:
2013 Draft TIP Public Hearing Notice

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the SAN FRANCISCO EXAMINER, a newspaper published in the English language in the city of SAN FRANCISCO, county of SAN FRANCISCO, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of SAN FRANCISCO, State of California, under date 10/18/1951, Case No. 410667. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

06/19/2012

Executed on: 06/19/2012
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature

METROPOLITAN TRANSPORTATION COMMISSION
Notice of Public Hearing

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6/19/12
CNS-2333615#
SAN FRANCISCO EXAMINER

* A 0 0 0 0 0 0 2 7 0 5 8 3 7 *

San Jose Mercury News

0 RIDDER PARK DRIVE
AN JOSE, CALIFORNIA 95190
8-920-5332

PROOF OF PUBLICATION

IN THE
CITY OF SAN JOSE
STATE OF CALIFORNIA
COUNTY OF SANTA CLARA

A NEWSPAPER SERVICES
NDY UYENO,P O BOX 60460
s Angeles CA 90054-0310

FILE NO. 2333612

the matter of

e San Jose Mercury News

e undersigned, being first duly sworn, deposes and says: That at times hereinafter mentioned affiant was and still is a citizen of e United States, over the age of eighteen years, and not a party or interested in the above entitled proceedings; and was at and ring all said times and still is the principal clerk of the printer and blisher of the San Jose Mercury News, a newspaper of general culation printed and published daily in the city of San Jose in id County of Santa Clara, State of California as determined by e court's decree dated June 27, 1952, case numbers 84096 and 097, and that said San Jose Mercury News is and was at all nes herein mentioned a newspaper of general circulation as that m is defined by Sections 6000 and following, of the Government de of the State of California and, as provided by said sections, is shed for the dissemination of local or telegraphic news and ligence of a general character, having a bona fide subscription of paying subscribers, and is not devoted to the interests or blished for the entertainment or instruction of a particular class, ofessional, trade, calling, race or denomination, or for the tertainment and instruction of any number of such classes, ofessionals, trades, callings, races or denominations; that at all nes said newspaper has been established, printed and published the said city of San Jose in said County and State at regular ervals for more than one year preceding the first publication of e notice herein mentioned. Said decree has not been revoked, cated or set aside.

declare that the notice, of which the annexed is a true printed py, has been published in each regular or entire issue of said wspaper and not in any supplement thereof on the following tes, to wit:

6/26/2012

ated at San Jose, California
/26/12

eclare under penalty of perjury that the foregoing is true and rrect.

ed _____

incipal clerk of the printer and publisher of the San Jose Mercury ews.

A00000272138 7

Legal No. **0004475877**

METROPOLITAN TRANSPORTATION COMMISSION
Notice of Public Hearing

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6/26/12
CNS-2333612#
MERCURY NEWS
SJMN#4475877 6/26/12

SAN MATEO COUNTY TIMES

7677 OAKPORT ST #950, OAKLAND, CA 94621
Telephone (510) 293-2797 / Fax (510) 293-2697

This space for filing stamp only

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of SAN MATEO) ss

Notice Type: HRG - NOTICE OF HEARING

Ad Description:
2013 Draft TIP Public Hearing Notice

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the SAN MATEO COUNTY TIMES, a newspaper published in the English language in the city of SAN MATEO, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of SAN MATEO, State of California, under date of 09/21/1951, Case No. 55795. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

06/23/2012

Executed on: 07/06/2012
At OAKLAND, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature

CNS#: 2333616

METROPOLITAN TRANSPORTATION COMMISSION
Notice of Public Hearing

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6/23/12
CNS-2333616#
SAN MATEO COUNTY TIMES

* A 0 0 0 0 0 2 7 3 0 1 7 4 *

PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA

County of Sonoma

I am a citizen of the United States and a resident of the county aforesaid: I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of The Press Democrat, a newspaper of general circulation. printed and published DAILY IN THE City of Santa Rosa, County of Sonoma; and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Sonoma, State of California, under the date of November 29, 1951, Case number 34831, that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates to wit:

The Press Democrat - Legal Notices
6/22 1x - 06/22/2012

I certify (or declare) under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.

Dated at Santa Rosa, California, on

06/22/2012

SIGNATURE

A0000027213 90

This space for County Clerk's Filing Stamp

Proof of Publication of

Metropolitan Transportation Commission
Notice of
Public Hearing

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Wednesday, July 11, 2012, 11:00 a.m., or immediately following MTC's Administration Committee meeting, whichever occurs later,
390 Main Street, San Francisco, California

Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to <info@mtc.ca.gov>. Written comments are due by 5 p.m. on Thursday August 2, 2012. For more information, call MTC's Public Information Office at 510/817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

At its September 12, 2012 regularly scheduled meeting, MTC's Programming and Allocations Committee will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2013 TIP on September 26, 2012, during its regularly scheduled Commission meeting.

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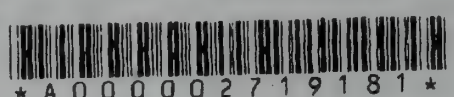
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大都會交通運輸委員會
公共聽證會通知

大都會交通運輸委員會（MTC）在此邀請感興趣的人士對以下交通規劃文件草稿提出評論意見：

1) 2013 年交通改善計劃（TIP）草稿：此為地區交通規劃文件，包含地面交通專案，其中包括但不限於根據預計今後四年可提供的聯邦、州和地方資金提議資助的公共交通、高速公路、地方公路、自行車和行人專案，此類專案將接受聯邦資助或受聯邦政府要求採取的行動制約或具有地區重要性。TIP 必須受年度財務預算的制約，並須至少每四年更新一次。2013 年 TIP 草稿與 MTC 的三藩市灣區 29 個縣的交通專案二十五年開支計劃「三藩市灣區 2035 年交通計劃」保持一致。

2) 2013 年 TIP 草稿的交通空氣品質合規分析草稿：MTC 還在進行 2013 年 TIP 草稿的交通空氣品質合規分析。由於 2013 年 TIP 草稿不包括任何超出 2035 年交通計劃目前包括專案範圍的具有地區重要性的新專案，並且此類專案已經使用最新規劃假設在相關分析年度進行模擬，MTC 將根據以前的地區排放分析，對 2013 年 TIP 草稿進行合規調查。

2013 年 TIP 草稿副本 — 包括財務限制分析和交通空氣品質合規分析草稿 — 將於 2012 年 6 月 22 日在 MTC 圖書館以及灣區九個縣的主要公共圖書館供公眾審閱。此類文件將在 MTC 網站 http://www.mtc.ca.gov/ 或 http://www.mtc.ca.gov/funding/tip/index.htm 網站上刊載。

MTC 規劃與分配委員會會議決定召開接受公眾對此類文件證言的公共聽證會。聽證會安排在以下時間和地點進行：

2012 年 7 月 11 日（星期三）上午 11 時
或者在 MTC 行政委員會會議之後，
以較遲者為準
地址：390 Main Street, San Francisco, California

必須將書面評論意見送交至 MTC 公共資訊辦公室，地址：Public Information Office, 101 Eighth St., Oakland, CA 94607；或用傳真發送給 MTC，傳真號碼 510-817-5848；或用電子郵件發送至 <info@mtc.ca.gov>。送交書面評論意見的截止日期是 2012 年 8 月 2 日（星期四）下午五時。詳情請電洽 MTC 公共資訊辦公室，電話號碼 510-817-5757。本通知同時滿足聯邦公共交通管理局（FTA）年度專案計劃的公眾參與要求。

MTC 規劃與分配委員會將在 2012 年 9 月 12 日常規會議上考慮在評論階段截止前收到的公眾評論意見。MTC 計劃在 2012 年 9 月 26 日召開的常規委員會會議上批准交通空氣品質合規分析終稿和 2013 年 TIP。

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METROPOLITAN TRANSPORTATION COMMISSION

PROGRAMMING AND ALLOCATIONS COMMITTEE

CERTIFIED TRANSCRIPT

DRAFT 2013 TRANSPORTATION)
IMPROVEMENT PROGRAM (TIP))
and DRAFT AIR QUALITY CONFORMITY)
ANALYSIS for the 2013 TIP)
)

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

WEDNESDAY, JULY 11, 2012

390 MAIN STREET, SAN FRANCISCO, CALIFORNIA

Reported by: JUDITH L. LARRABEE
Hearing Reporter

BE IT REMEMBERED that, pursuant to Notice of the Meeting, and on July 11, 2012, at 11:05 a.m. at 390 Main Street, San Francisco, California, before me, JUDITH L. LARRABEE, Hearing Reporter, State of California, there commenced a Hearing under the provisions of the California Environmental Quality Act.

---oOo---

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PROCEEDINGS

CHAIR COMMISSIONER GLOVER: Good morning. I am Commissioner Glover, chair of the Programs and Allocation Committee. I'm going to ask that we be respectful to one another. There's a lot of folks in the audience, so I'm going to ask that you would not be speaking while others are. So at this time I would call the meeting to order and ask for a roll call.

MR. HEMINGER: You have a quorum, Mr. Chairman.

(Item 3.)

CHAIR COMMISSIONER GLOVER: Okay. Next item is a public hearing. So I will begin the public hearing on the Draft 2013 Transportation Improvement Program otherwise known as TIP and the companion Draft Air Quality Conformity Analysis.

The purpose of this hearing is to receive public comment on the Draft and the Air Quality Conformity Analysis which was released for public review on June 22nd. Written comments will be accepted through 5:00 p.m. August 2nd. After the comment period has closed, staff will review the comments and respond as appropriate.

No action will be taken during this hearing. Formal adoption of the 2013 TIP and conformity

analysis will be requested of the Commission at its September 26th meeting.

If you wish to make comments, please fill out a blue speaker card -- they're on the table back here -- and give those to our committee secretary, Kimberly Hughes. Kimberly is sitting over here.

We will ask each speaker to be brief and concise and keep your comments to under two minutes for this issue.

I will now ask MTC staff for an overview of the Draft and Analysis.

MS. SRINIVASAN: Good morning, Commissioners. My name is Sri Srinivasan, and I am with the MTC's Programming and Allocations section.

I would like to note that we do have a court reporter here to transcribe the proceedings and also note that the handout before you is a summary guide to the Draft 2013 TIP.

The Transportation Improvement Program is the region's spending plan for transportation projects based on anticipated federal, state, regional and local funding over the next four years.

It includes improvements for transit, local roadway, state highway and bicycle and pedestrian facilities, along with other regionally significant,

locally-funded surface transportation projects. It generally does not include improvements for airports, seaports and privately-owned transportation facilities.

MTC has developed the Draft 2013 TIP in cooperation with regional partner agencies and other interested parties and in consultation with federal agencies.

The Draft 2013 TIP covers a four-year period from fiscal year 2013 through fiscal year 2016 and contains approximately 900 projects totaling about $11.2 billion dollars. The TIP is financially constrained, meaning that the amount of funding programmed does not exceed the amount of funding reasonably expected to be available. To demonstrate this, the Draft 2013 TIP contains a financial constraint analysis, and should any action occur that significantly affects the funding of a project, the TIP will be amended to reflect such actions.

All projects in the TIP are consistent with the Transportation 2035 Plan for the San Francisco Bay Area.

To further assist in the public assessment of the 2013 TIP and to specifically address the equity implications of the proposed TIP investments, MTC has

conducted an investment analysis with a focus on low-income and minority residents. The preliminary investment analysis was released along with the 2013 TIP for comment and will be presented to the Policy Advisory Council later today.

MTC is required to make an air quality conformity determination for the TIP in accordance with the Clean Air Act requirements and air quality conformity regulations.

MTC has conducted a Transportation Air Quality Conformity Analysis for the 2013 TIP and the Transportation 2035 Plan in accordance with EPA's transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures as adopted with Resolution No. 3757.

MTC has consulted on the preparation of this conformity analysis with the Bay Area's Air Quality Conformity Task Force, which is the interagency consultation group established pursuant to the region's adopted transportation conformity procedures. The Task Force includes representatives from the federal, state, regional and local partner agencies. The Task Force reviews the assumptions going into the analysis, the results, and consults on Transportation/Control Measure implementation issues.

The Bay Area has conformity requirements for federal ozone, carbon monoxide and fine particulate matter. To make a positive conformity finding, MTC must demonstrate that the calculated motor vehicle emissions in the region are equal to or less than motor vehicle emissions budgets for volatile organic compounds, nitrogen oxides and carbon monoxide as established in the federal air quality plans also referred to as the State Implementation Plans. As part of the conformity analysis, MTC must demonstrate that the TCMs are being implemented on schedule. The implementation status of TCMs is described in the conformity analysis. We report that all TCMs have been fully implemented.

Based on the draft conformity analysis, MTC staff finds that the Commission can make a positive conformity determination for the TIP and Plan for all applicable criteria pollutants and their precursors.

The Draft 2013 TIP and Conformity Analysis were mailed to major libraries, and the public hearing was noticed in various Bay Area newspapers. This Draft TIP and Draft Conformity Analysis and the public hearing notice are also posted on the MTC Website. Written comments on the TIP and Air Quality Conformity Analysis will be accepted through 5:00 p.m. on

August 2nd, 2012.

Thank you. That concludes my presentation.

CHAIR COMMISSIONER GLOVER: Thank you. Are there any questions of staff before opening the public hearing? Okay.

Seeing none, we will now open the public hearing. We have a few speakers, the first being Mary Savage followed by Shirley Humphrey. So if you could come to the mic.

MS. SAVAGE: Members of the Committee, my statement is to reiterate the concerns of the many citizens of Dixon who are against the millions of taxpayer dollars that are planned to be spent in tearing up our downtown so that someday we may gain a capitol corridor without considering the millions of tax dollars it will encompass to reconfigure our post office, police station and the loss of businesses who would not be able to recuperate their losses on the projects planned on A Street and the one on B Street.

These areas have some very significant concerns from the aspect of safety for the pedestrians on the proposal of B Street underpass. There are students that would be walking through there and the elderly.

Mr. Mayor Batchelor put the cart before the horse in lieu of including the community by going forward

with decisions that are vital in the design of our city. The people have a share in what goes on in the community. They not only pay taxes, but have to live and raise their families here.

We want to delay these projects until the community is allowed an opportunity to have clear and concise input from its citizens, along with the wisdom of its elected officials, to put the Plan before its constituents before going forward and to allow for shared ideas such as the possible train stop.

Many train stops do not have stations at all. But kiosks are used to sell purchase tickets, on-line purchase, from the conductor as well once on board. Do you really expect that those commuters or those persons that are retired such as the elderly, as well as those with limited income, will make the expenditures to purchase at a time when they are monitoring their expenses?

Our mayor believes that this is a way to bring free money into our community and has apparently convinced two of the council members and city planners to agree with him and therefore determined any decisions that were to be made with the community's input were not needed since he was on board with the Association of Bay Area Governments Agency. At this

time, there is no willingness to open up a discussion and negotiate publicly with the community. We must have an open forum before we go forward on these plans.

CHAIR COMMISSIONER GLOVER: Thank you. Shirley Humphrey.

MS. HUMPHREY: Thank you. As citizens we understand the concepts of smart growth. We are not against growth, and we understand that communities change. But smart growth implies careful and thoughtful planning. That is not what is happening in our project. And since the time is so limited, I'm going to tell you about our transportation -- other transportation project and why you may not have much credibility with our community.

Let me tell you briefly about another transportation project that was forced on the city because "free" federal and state money was available. We have a state and federally-funded train station with 114 parking spaces which was rented to the Chamber of Commerce for $12 a year, a dollar a month.

You may ask what a Chamber of Commerce has to do with transportation. We've asked that frequently. Mayor pays no attention. We keep letting them have it for a dollar a month. We're responsible for all

repairs over $250 plus landscaping and lighting.

The parking lot is empty. The car charges were stripped. Union Pacific has not agreed to a train stop in Dixon. In discussions with them, they are not expecting to approve a stop within the next decade. Now you want to spend $6 million for a pedestrian undercrossing next to the train station where no train stops.

We go to talk to the city council about it and they always tell us it's either too late or too early; We can't make comments.

We oppose this because air quality studies have been done about the air quality, and in this area of town, it is the worst air quality. A local gentleman has offered a half a mile away, four acres. We don't need this undercrossing, and with the four acres we'd have plenty of parking spaces. Okay.

It's not our highest transportation need. We need an undercrossing at Pitt School Road and where, by the way, many more accidents have occurred than on West B Street.

Citizens were promised this undercrossing would be completed before 2005 when the new high school went in. Instead, money from Pitt School Road is being diverted to the West B Street undercrossing.

CHAIR COMMISSIONER GLOVER: Thank you. Next speaker Gary Rennefeld followed by Ginger Emerson.

MR. RENNEFELD: Good morning. I'd like to address the project in Dixon, Solano County. It's identified on Page 50 of your Draft TIP as Item 15, and the previous two speakers have addressed this item, the B Street Bike Pedestrian undercrossing.

I'm going to refer to this as the tunnel. And there's also another project that's on this same page, Item No. 19, called the Parkway Boulevard Union Pacific Railroad Grade Separation. This is the Parkway Project.

There's widespread support in the community for this second project, the Parkway Boulevard overcrossing, grade separation. It would relieve much of the new congestion that's made Highway 113 very dangerous through parts of South Dixon because of the recent growth and the inclusion of a new high school in that area.

On the other hand, the tunnel is an expensive, severely flawed and poorly planned use of taxpayer money. In spite of being billed as a road project today, it is really a transit project that is intended to be a future accessory to the completion of a rail stop in Dixon.

Now, although billed as a safety measure also for crossing the tracks, it itself would introduce significant safety issues of its own and would tend to encourage pedestrians to use one of two nearby at-grade crossings where pedestrian hazards from passing trains are not addressed.

As citizens have learned about the proposal to construct a pedestrian tunnel, they are commenting that this kind of tunnel generally becomes a dark, damp, dirty, smelly and potentially threatening situation that they will be reluctant to use, particularly for children and the elderly.

The tunnel is integral, and local planners have agreed that it is integral to the planned future train station. The proponents plan to use this tunnel for access to a new train platform with the addition of an elevator or stairs. I believe its use as a pedestrian tunnel would then be compromised at that point.

CHAIR COMMISSIONER GLOVER: Thank you. Ginger Emerson followed by Manolo Gonzales.

MS. EMERSON: Good morning, Chairman Glover and members of the committee. My name is Ginger Emerson, and I'm here to represent the interests of a group of Dixon residents known as the Old Town Neighbors. We want to go on record to strongly

opposing the West B Street pedestrian undercrossing that you are considering funding.

As our name suggests, we live in the older core neighborhood encircling the downtown Dixon commercial area. The Union Pacific Railroad tracks have divided our neighborhood since long before our time. So it has been and will continue to be primarily the residents of our neighborhood, both young and old, who cross the tracks at the West B Street location.

Our feedback from Dixon residents living in Old Town confirms that they consider the tunnel to be the most unreasonable choice for addressing the very remote possibility of any safety issues at that location. As a matter of fact, most residents living in our area and beyond claim that the tunnel will create more of a safety hazard than it resolves. They are well aware of the many risks inherent in its design. They will not use, let alone send their most vulnerable family members into an undercrossing without a clear line of sight. And they are far from reassured by the promise of mirrors, cameras and monitoring.

The community at large is also questioning the so-called necessity of an underground passage approximately 300 feet from a proposed vehicular and

pedestrian undercrossing at West A. Especially in these times, the general public is far more sensitive than our city and county elected officials seem to be to the waste of an exorbitant amount of taxpayer dollars. We along with many other people throughout Dixon would argue that the local match of money for the pedestrian tunnel should never have been diverted from a far more necessary project, namely the Parkway Boulevard Overcrossing south of town.

CHAIR COMMISSIONER GLOVER: Thank you.

MS. EMERSON: Thank you. I'll follow up with written comments.

CHAIR COMMISSIONER GLOVER: Thank you. Mr. Gonzalez.

MR. GONZALEZ-ESTAY: Good morning, everyone. Manolo Gonzalez-Estay, transportation policy director for TransForm. Thank you very much for your time.

Just here to leave a couple of comments. Understanding that the TIP is mainly federal dollars so that capital projects, there's going to be a focus on this.

However, though, we also want to make sure that we say thank you very much for the -- I appreciate the groundbreaking work that you guys have done on the investment analysis, particularly focusing on

low-income and minority communities. There's a lot of really good data there that I'm enjoying reading.

The one thing I want to make sure is that we note with some concern that 49 percent of the TIP is invested in expansion. Your breakdown with adequate maintenance will have 34 percent, a system efficiency for 17 percent and a strategic expansion at 49 percent.

While the 2035 invests 83 percent of its funds on maintenance, we're also looking at the Plan Bay Area which also invests a lot of maintenance, understanding that after discussions with staff that this is based off of four years rather than twenty-five years and how the percentage breaks down and how the investment is done.

However, still, we want to make sure that keeping track of these expansions and these projects is something that we're concerned with and that we follow along with Plan Bay Area, something that we see. We want to make sure that it's clear that we're not against expansion -- coming out earlier that support of high speed rail -- but we just want to make sure to keep an eye on these programs. And we will be submitting a comment letter before the August 2nd deadline which will detail this analysis and our

explanations. Thank you very much for your time.

CHAIR COMMISSIONER GLOVER: Thank you. And that is the last speaker card that I have on this item. Is there anyone else from the public wishing to address the Commission?

Okay. Seeing none, let me just get clarity from our counsel. Do we close the hearing? Or leave it open?

MS. BOCKELMAN: We'd like you to close the public hearing.

CHAIR COMMISSIONER GLOVER: Thank you. So at this time we'll close the public hearing and bring it back to the body. This again is just a public hearing. There's no action to be taken today.

Any questions or comments from Commission? Commissioner Haggerty.

COMMISSIONER HAGGERTY: Thank you. Steve, knowing that the great commissioner from Solano County is not here, Mr. Spering, who could maybe shed some light on the Dixon issue, I feel kind of at a loss because I do feel like this is a local issue. But I also feel like -- the mayor's not here; somebody else isn't here kind of speaking on the other side. So I'm wondering when this comes back to the Commission, we could get some sort of clarity. Is this just kind of

a neighborhood struggle? Is this really how the city of Dixon feels? Really, a little bit more knowledge than what we're getting right now.

MR. HEMINGER: Sure, we can do that. I believe this is scheduled to come back to the committee in September.

MS. BOCKELMAN: Yes. And we'll also be responding to all comments that we receive at that time.

CHAIR COMMISSIONER GLOVER: Commissioner Green.

COMMISSIONER GREEN: I'm just looking at the years of the data samples here, 2008 and another one from 2005 to 2007, and now we're in 2012. I think one says the source is the 2000 Bay Area Travel Survey.

Are we trying to get more recent information, or is this the best we can come up with, or are we even going to be trying to undergo a process where we're proactively trying to get more accurate information?

MS. BOCKELMAN: In terms of the data, in terms of the Travel Survey, we're working with Caltrans on that. And I believe that the work is completed but we don't yet have the new data. But we definitely will be using that when it's available. As well, we're doing a new transit demographic survey, so

as we get new data we will certainly use the most up-to-date that we have available.

COMMISSIONER GREEN: And do you think that that might be available between now and -- no, you don't think it would. Okay.

CHAIR COMMISSIONER GLOVER: Any other comments or questions? Okay. So we will now move to our next item on the agenda.

---oOo---

REPORTER'S CERTIFICATE

I, JUDITH L. LARRABEE, a Hearing Shorthand Reporter in the State of California hereby certify:

That the proceedings therein were taken down in shorthand by me, a disinterested person, at the time and place therein stated, that the proceedings were thereafter reduced to typewriting, by computer, under my direction and supervision, and that the foregoing is a full, true and correct transcript of the proceedings therein to the best of my ability.

IN WITNESS WHEREOF, I have hereunto set my hand on this seventeenth day of July, 2012.

Judith Larrabee

Judith Larrabee, Shorthand Reporter

Attachment G

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Attachment H

Metropolitan Transportation Commission
Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

1) **Draft 2013 Transportation Improvement Program (TIP)**: This is the nine-county San Francisco Bay Region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects that are proposed for funding based on anticipated available federal, state and local funding over the next six years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2013 TIP was developed to be consistent with MTC's long-range plan, known as *Plan Bay Area,* the 28-year spending plan for transportation projects in the Bay Area.

2) **Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the Draft 2013 TIP**: MTC also is preparing a new transportation-air quality conformity analysis for *Plan Bay Area* and the Draft 2013 TIP. The Draft 2013 TIP only includes projects consistent with *Plan Bay Area.* These projects have been modeled in the appropriate analysis year using the latest planning assumptions.

Copies of the Draft 2013 TIP, which includes the financial constraint analysis and the Draft Transportation-Air Quality Conformity Analysis, will be available for public review starting March 29, 2013, at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents will be posted on the OneBayArea web site at www.onebayarea.org and at www.mtc.ca.gov/funding/tip/index.htm.

Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to <info@mtc.ca.gov>. Written comments are due by 4 p.m. on Friday May 3, 2013. For more information, call MTC's Public Information Office at 510-817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration annual Program of Projects. Oral public comment on the Draft 2013 TIP and Draft Transportation-Air Quality Conformity Analysis will also be received at any of the nine public hearings for the *Draft Plan Bay Area*. Public comment on the *Draft Plan Bay Area* and the Draft Environmental Impact Report for the *Draft Plan Bay Area* is currently being sought pursuant to a separate notice. The following public hearings have been scheduled to receive comment on the *Draft Plan Bay Area*, the Draft 2013 TIP and the Draft Transportation-Air Quality Conformity Analysis:

Sonoma County
Monday, April 8, 2013
Open House: 6 pm to 7:30 pm
Public Hearing: 7 pm to 9 pm
Friedman Event Center
4676 Mayette Avenue
Santa Rosa, California

Napa County
Monday, April 8, 2013
Open House: 6 pm to 7:30 pm
Public Hearing: 7 pm to 9 pm
Elks Lodge
2840 Soscol Avenue
Napa, California

San Francisco
Thursday, April 11, 2013
Open House: 6 pm to 7:30 pm
Public Hearing: 7 pm to 9 pm
Hotel Whitcomb
1231 Market Street
San Francisco, California

Solano County
Monday, April 22, 2013
Open House: 6 pm to 7:30 pm
Public Hearing: 7 pm to 9 pm
Solano County Fairgrounds
McCormack Hall
900 Fairgrounds Drive
Vallejo, California

Contra Costa County
Monday, April 22, 2013
Open House: 6 pm to 7:30 pm
Public Hearing: 7 pm to 9 pm
Marriott Hotel
Ballroom
2355 North Main Street
Walnut Creek, California

Marin County
Monday, April 29, 2013
Open House: 6 pm to 7:30 pm
Public Hearing: 7 pm to 9 pm
Marin Center
Showcase Theater
10 Avenue of the Flags
San Rafael, California

San Mateo County
Monday, April 29, 2013
Open House: 6 pm to 7:30 pm
Public Hearing: 7 pm to 9 pm
Crowne Plaza Hotel
Alexandria & Balboa Rooms
1221 Chess Drive
Foster City, California

Santa Clara County
Wednesday, May 1, 2013
Open House: 6 pm to 7:30 pm
Public Hearing: 7 pm to 9 pm
Hilton Hotel
Almaden Ballroom
300 Almaden Boulevard
San Jose, California

Alameda County
Wednesday, May 1, 2013
Open House: 6 pm to 7:30 pm
Public Hearing: 7 pm to 9 pm
Mirage Ballroom
4120 Peralta Boulevard
Fremont, California

At its regularly scheduled June committee meetings, MTC will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2013 TIP on June 26, 2013, during its regularly scheduled Commission meeting.

Do you need written materials in large type or in Braille to participate in MTC or BATA meetings? Do you need a sign language interpreter or other assistance? Is English your second language? Do you need one of our documents translated? Do you need an interpreter who speaks your language present at one of our meetings?

We can help! You can request assistance by calling 510-817-5757 or 510-817-5769 for TDD/TTY. Visit www.mtc.ca.gov for more information. We require at least three days' notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

###

Comisión Metropolitana de Transporte
Aviso de Audiencia Pública

La Comisión Metropolitana de Transporte (MTC) invita a todas las personas interesadas a hacer comentarios sobre los siguientes anteproyectos de documentos de programación de transporte:

1) **Anteproyecto de Programa de Mejora de Transporte (TIP) 2013**: Este es el documento de programación de transporte de la Región de la Bahía de San Francisco, consistente de nueve condados, que contiene los proyectos de transporte terrestre incluyendo, pero sin limitarse a, el transporte público, las carreteras, los proyectos locales de caminos e instalaciones para ciclistas y peatones que se proponen para su financiamiento con base en los fondos locales, estatales y federales que se prevé que estén disponibles durante los próximos seis años, que recibirán fondos federales o que están sujetos a una acción obligatoria federal o que son importantes para la región. El TIP se debe limitar financieramente cada año, y se debe actualizar al menos cada cuatro años. En Anteproyecto del TIP 2013 se desarrolló para que sea consistente con el plan de largo plazo de MTC, conocido como el *Plan Área de la Bahía,* el plan de gastos a 28 años para los proyectos de transporte del Área de la Bahía.
2) **Anteproyecto del Análisis de Conformidad con la Calidad del Aire-Transporte para el Plan Área de la Bahía y el Anteproyecto del TIP 2013**: MTC además está preparando un nuevo análisis de conformidad con la calidad del aire-transporte para el *Plan Área de la Bahía* y el Anteproyecto del TIP 2013. El Anteproyecto de TIP 2013 sólo incluye proyectos consistentes con el *Plan Área de la Bahía.* Estos proyectos han sido modelados en el año correspondiente del análisis utilizando las suposiciones de planificación más recientes.

Habrá disponibilidad de copias del Anteproyecto del TIP 2013, el cual incluye el análisis de límites financieros y el Anteproyecto del Análisis de Conformidad con Calidad de Aire-Transporte, para su revisión pública a partir del 29 de marzo de 2013 en la Biblioteca de MTC, y en las bibliotecas públicas más importantes de cada uno de los nueve condados del Área de la Bahía. Los documentos serán publicados en el sitio web de OneBayArea en www.onebayarea.org y en www.mtc.ca.gov/funding/tip/index.htm.

Se pueden enviar comentarios por escrito a la Oficina de Información Pública de MTC, en 101 Eighth St., Oakland, CA 94607 o se pueden enviar por fax a MTC al 510-817-5848 o por correo electrónico a <info@mtc.ca.gov>. Los comentarios por escrito tienen como fecha límite las 4 p.m. del viernes 3 de mayo de 2013. Para obtener más información, llamar a la Oficina de Información Pública de MTC al 510-817-5757. Este aviso además sirve para cumplir con los requerimientos de participación del público en el Programa de Proyectos anual de la Administración Federal de Transporte Público. También se recibirán comentarios orales del público sobre el Anteproyecto de TIP 2013 y sobre el Anteproyecto del Análisis de Conformidad con Calidad del Aire-Transporte en cualquiera de las nueve audiencias públicas para el *Anteproyecto del Plan Área de la Bahía.* Actualmente se buscan los comentarios del público sobre el *Anteproyecto del Plan Área de la Bahía* y el Anteproyecto del Reporte de Impacto Ambiental (DEIR) para el *Anteproyecto del Plan Área de la Bahía* conforme a un aviso separado. Se han programado las siguientes audiencias públicas para recibir comentarios sobre el *Anteproyecto del Plan Área de la Bahía*, el Anteproyecto de TIP 2013 y el Anteproyecto del Análisis de Conformidad de Calidad de Aire-Transporte:

Condado de Sonoma
Lunes, 8 de abril de 2013
Sesión informativa: 6 pm a 7:30 pm
Audiencia pública: 7 pm a 9 pm
Friedman Event Center
4676 Mayette Avenue
Santa Rosa, California

Condado de Napa
Lunes, 8 de abril de 2013
Sesión informativa: 6 pm a 7:30 pm
Audiencia pública: 7 pm a 9 pm
Elks Lodge
2840 Soscol Avenue
Napa, California

San Francisco
Jueves, 11 de abril de 2013
Sesión informativa: 6 pm a 7:30 pm
Audiencia pública: 7 pm a 9 pm
Hotel Whitcomb
1231 Market Street
San Francisco, California

Condado de Solano
Lunes, 22 de abril de 2013
Sesión informativa: 6 pm a 7:30 pm
Audiencia pública: 7 pm a 9 pm
Solano County Fairgrounds
McCormack Hall
900 Fairgrounds Drive
Vallejo, California

Condado de Contra Costa
Lunes, 22 de abril de 2013
Sesión informativa: 6 pm a 7:30 pm
Audiencia pública: 7 pm a 9 pm
Marriott Hotel
Ballroom
2355 North Main Street
Walnut Creek, California

Condado de Marin
Lunes, 29 de abril de 2013
Sesión informativa: 6 pm a 7:30 pm
Audiencia pública: 7 pm a 9 pm
Marin Center
Showcase Theater
10 Avenue of the Flags
San Rafael, California

Condado de San Mateo
Lunes, 29 de abril de 2013
Sesión informativa: 6 pm a 7:30 pm
Audiencia pública: 7 pm a 9 pm
Crowne Plaza Hotel
Alexandria & Balboa Rooms
1221 Chess Drive
Foster City, California

Condado de Santa Clara
Miércoles, 1 de mayo de 2013
Sesión informativa: 6 pm a 7:30 pm
Audiencia pública: 7 pm a 9 pm
Hilton Hotel
Almaden Ballroom
300 Almaden Boulevard
San Jose, California

Condado de Alameda
Miércoles, 1 de mayo de 2013
Sesión informativa: 6 pm a 7:30 pm
Audiencia pública: 7 pm a 9 pm
Mirage Ballroom
4120 Peralta Boulevard
Fremont, California

En sus juntas de comité regulares programadas para junio, MTC considerará los comentarios del público recibidos para el final del periodo de comentarios. MTC tiene programado aprobar el análisis final de conformidad de calidad de aire-transporte y el TIP 2013 para el 26 de junio de 2013, durante su junta regular de la Comisión.

¿Necesita los materiales escritos con una letra más grande o en Braille para participar en las juntas de MTC o de BATA? ¿Necesita un intérprete del lenguaje de señas u otro tipo de ayuda? ¿El inglés es su segundo idioma? ¿Necesita una traducción de nuestros documentos? ¿Necesita que esté presente un intérprete que hable su idioma en alguna de nuestras juntas?

¡Podemos ayudar! Puede solicitar asistencia llamando al 510-817-5757 o al 510-817-5769 para TDD/TTY. Visite www.mtc.ca.gov para obtener más información. Requerimos de un aviso con al menos tres días de anticipación para proporcionar los ajustes razonables. De ser posible, preferimos que nos avise con tiempo de anticipación. Haremos todos los esfuerzos posibles por arreglar su ayuda tan pronto como sea posible.

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大都會交通委員會
公眾聽證會的通知

大都會交通委員會（MTC）誠邀有興趣的人士對以下交通規劃文件草案發表意見：

1)2013年交通改善計劃（TIP）草案：這是三藩市灣區九個縣區域的交通規劃文件，包含地面交通項目，包括但不僅限於公共大眾交通、高速公路、當地道路、自行車和行人等各種項目，這些提議項目的資金來源於未來六年預期的聯邦、州和地方撥款，此類項目接受聯邦撥款或受聯邦規限的行動制約或具有區域重要性。TIP必須受到年度財政的制約，並且至少每四年必須更新。2013 TIP草案開發與MTC的長期計劃是一致的，稱為*灣區規劃*，是為灣區交通項目28年的開支計劃。

2)規劃灣區的交通-空氣合格分析草案和2013 TIP草案： MTC也正在為規劃灣區制定新的交通-空氣質量合格分析和2013草案。2013 TIP草案只包括與灣區規劃相符合的項目。這些項目已採用最新的規劃假設，在每年適當的分析過程中已作為模型。

2013的TIP草案的副本，其中包括財務制約分析和交通-空氣質量合格分析草案，將於2013年3月29日起，在MTC圖書館和灣區九個縣的每個主要公共圖書館供公眾查閱。該文件將發佈在一個灣區(OneBayArea)的網站www.onebayarea.org上和www.mtc.ca.gov/funding/tip/index.htm網站上。

書面意見可提交到位於101 Eighth St., Oakland, CA 94607的MTC公共資訊辦公室，或傳真至MTC 510-817-5848，通過電郵發送到 <info@mtc.ca.gov>。書面意見截止於2013年5月3日，星期五，下午4點。欲了解更多資訊，請致電510-817-5757給MTC公共資訊辦公室。這個通知也是為了滿足公眾參與聯邦交通管理局年度項目計劃的要求，對2013年TIP草案和交通空氣質量合格分析草案的口頭意見也將會在*灣區規劃草案*的任何9個公眾聽證會上接收。根據另一份通知，目前正在尋求公眾對*規劃灣區草案*及*規劃灣區草案*的環境影響報告草案的意見。已經 安排了以下公眾聽證會接收對*灣區規劃草案*、2013 TIP草案和交通-空氣質量合格分析草案的意見：

Sonoma 縣
星期一，2013年4月8日
開放時間: 晚上6點至7點30分
公眾聽證會: 晚上7點至9點
Friedman 活動中心
4676 Mayette Avenue
Santa Rosa, California

三藩市
星期四，2013年4月11日
開放時間: 晚上6點至7點30分
公眾聽證會: 晚上7點至9點
Whitcomb 酒店
1231 Market Street
San Francisco, California

Napa 縣
星期一，2013年4月8日
開放時間: 晚上6點至7點30分
公眾聽證會: 晚上7點至9點
Elks Lodge
2840 Soscol Avenue
Napa, California

San Mateo 縣
星期一，2013年4月29日
開放時間: 晚上6點至7點30分
公眾聽證會: 晚上7點至9點
Crowne Plaza 酒店
Alexandria & Balboa 室
1221 Chess Drive
Foster City, California

Solano 縣
星期一，2013年4月22日
開放時間: 晚上6點至7點30分
公眾聽證會: 晚上7點至9點
Solano 縣露天商展場
McCormack Hall
900 Fairgrounds Drive
Vallejo, California

Contra Costa 縣
星期一，2013年4月22日
開放時間: 晚上6點至7點30分
公眾聽證會: 晚上7點至9點
Marriott 酒店
宴會廳
2355 North Main Street
Walnut Creek, California

Marin 縣
星期一，2013年4月29日
開放時間: 晚上6點至7點30分
公眾聽證會: 晚上7點至9點
Marin 中心
Showcase劇院
10 Avenue of the Flags
San Rafael, California

Santa Clara 縣
星期三，2013年5月1日
開放時間: 晚上6點至7點30分
公眾聽證會: 晚上7點至9點
Hilton 酒店
Almaden宴會廳
300 Almaden Boulevard
San Jose, California

Alameda 縣
星期三，2013年5月1日
開放時間: 晚上6點至7點30分
公眾聽證會: 晚上7點至9點
Mirage 宴會廳
4120 Peralta Boulevard
Fremont, California

在6月定期的委員會會議上，MTC將考慮在徵求意見期結束前接收公眾意見。MTC安排在2013年6月26日的定期委員會會議中批准最終交通-空氣質量合格分析和2013年TIP。

在參加MTC或BATA會議時，你需要大字體或盲文的書面材料嗎？你需要手語口譯員或其他方面的協助嗎？英語是否是你的第二語言？你需要我們翻譯文件的其中之一份嗎？你需要一位講你語言的口譯員到我們的會議現場嗎？

我們可以幫助！你可以致電510-817-5757或510-817-5769 聽障專線(TDD/ TTY)請求協助。瀏覽www.mtc.ca.gov獲取更多資訊。我們需要至少3天前通知以提供合理的協助。如果可能的話，我們希望更早些獲得通知。我們將盡一切努力盡快安排協助。

###

Multiple ways to submit your comments!

Give us your oral comments at one of the public hearings listed inside.

Submit your comments via e-mail to info@OneBayArea.org

Once the Plan is released, participate in an online forum — Plan Bay Area Town Hall — at www.OneBayArea.org

Send your comments via mail to:
MTC-ABAG,
Plan Bay Area
Public Comment
101 8th Street
Oakland, CA 94607

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) will release for public review and comment the **Draft Plan Bay Area** on March 22, 2013. This will start the public comment period for the long-range plan that has been discussed and developed over the past two years.

Plan Bay Area looks forward to the year 2040 and charts a course for the Bay Area's first-ever Sustainable Communities Strategy, accommodating needed housing growth within our nine counties while at the same time decreasing greenhouse gas emissions from cars and light trucks. **Plan Bay Area** meets these challenges without compromising local control of land-use decisions.

Please attend one of the nine **Plan Bay Area** Open Houses listed inside to view displays and ask questions about the **Draft Plan Bay Area**. We encourage attendees to stay to offer comments at the Public Hearing held the same evening, adjacent to the Open House, or leave your comments at the comment station at the Open House. No registration is needed.

BayArea Plan

Draft Plan Bay Area

An integrated long-range transportation and land use/ housing plan

Release Date:
Friday, March 22

Close of Comments:
Thursday, May 16, 4 p.m.

MTC-ABAG
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

For more information

- Go to www.OneBayArea.org to view or print a copy of the Draft Plan.
- For more information e-mail info@ OneBayArea.org

BayArea Plan

Your invitation to comment on the Draft Plan Bay Area

See inside for multiple ways to participate and comment ▶ ▶

Association of Bay Area Governments

METROPOLITAN TRANSPORTATION

Attachment I

Draft Plan Bay Area:
Attend an Open House and Public Hearing in Your County

Open House Hours: 6 p.m. to 7:30 p.m. **Public Hearing Hours:** 7 p.m. to 9 p.m.

Attend an **Open House** to view displays and learn about the Draft Plan Bay Area. Provide oral comments on several documents related to the Draft Plan at the **Public Hearing**.

Monday, April 8, 2013
Napa County
Elks Lodge
2840 Soscol Ave., Napa

Sonoma County
Friedman Center
4676 Mayette Ave., Santa Rosa

Thursday, April 11, 2013
San Francisco County
Whitcomb Hotel
1231 Market St.
San Francisco

Monday, April 22, 2013
Solano County
County Fairgrounds
McCormack Hall
900 Fairgrounds Dr., Vallejo

Contra Costa County
Marriott Hotel
2355 North Main St.
Walnut Creek

Monday, April 29, 2013
Marin County
Marin Center
10 Avenue of the Flags
San Rafael

San Mateo County
Crowne Plaza Hotel
1221 Chess Dr., Foster City

Wednesday, May 1, 2013
Alameda County
Mirage Ballroom
4100 Peralta Blvd., Fremont

Santa Clara County
Hilton Hotel
300 Almaden Blvd., San Jose

A comment station will be open during each Open House for those who cannot stay for the Public Hearing.

Comment online at
www.OneBayArea.org;
E-mail info@OneBayArea.org, or
Mail to MTC-ABAG
Plan Bay Area Public Comment
101 8th Street, Oakland, CA 94607

For transit directions visit 511.org.

In addition to the Draft Plan Bay Area, you are encouraged to comment on the Draft Environmental Impact Report (EIR). The EIR examines the proposed Plan and four alternatives and the range of potential environmental impacts that could result from the implementation of Plan Bay Area. Three public hearings are scheduled as an opportunity to provide oral comments. Oral comments on the Draft EIR also can be made at the Plan Bay Area public hearings. The Draft EIR will be released for public review on Friday, March 29, 2013. The comment period will close on Thursday, May 16 at 4 p.m.

Draft Environmental Impact Report Public Hearings

Tuesday, April 16, 2013
10 a.m. to 12 noon
Embassy Suites Hotel
Novato/Larkspur Room
101 McInnis Parkway, San Rafael

Tuesday, April 16, 2013
7 p.m. to 9 p.m.
Joseph P. Bort MetroCenter, Auditorium
101 8th Street, Oakland

Wednesday, April 17, 2013
1 p.m. to 3 p.m.
Dr. Martin Luther King, Jr. Library
Rooms 225/229
150 East San Fernando St., San Jose

Also comment on these two related documents:

- Draft 2013 Transportation Improvement Program (TIP) — implements Plan Bay Area by identifying surface transportation projects over the next six years that are regionally significant or will receive federal funds.
- Draft Transportation-Air Quality Conformity Analysis for Draft Plan Bay Area and 2013 TIP — an analysis to determine if transportation investments are consistent with goals to improve air quality.

Release Date: Friday, March 29

Close of Comments:
Friday, May 3, 4 p.m.

a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 510.817.5757 or 510.817.5769 for TDD/TTY. We require at least three days' notice to provide reasonable accommodations.

un intérprete del lenguaje de señas, si el inglés es su segundo idioma y necesita un intérprete, o si necesita cualquier otra ayuda por favor comuníquese con nosotros al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos tres días de anticipación para proveer asistencia razonable.

如果您需要手語翻譯員，或如果英語是您的第二語言，您需要翻譯服務，或者您需要任何其他類型的協助，請致電510-817-5757或致電TDD/TTY電話510-817-5769。我們要求獲得至少三天提前通知才能提供合理的配合安排。

Attachment J

TIP Outreach to Community Based Organizations (CBOs)

In order to reach some of the typically underrepresented communities of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) solicited the support of community-based organizations (CBOs) throughout the Bay Area to help engage the public in drafting the region's long-range transportation plan, known as Plan Bay Area.

In March 2011, fourteen (14) organizations from eight of the nine Bay Area counties were awarded contracts. In spring 2011, they assisted MTC in surveying more than 1,600 Bay Area residents, and in winter 2012, they held a series of focus groups engaging approximately 150 residents. Most of the participants have been in the 20-65 age range and represent Latino, African-American, Vietnamese, Chinese and low-income populations.

For the final round of outreach in 2013, MTC is once again partnering with these CBOs to hold a series of educational workshops designed to inform participants about Plan Bay Area prior to the release of the draft. Community leaders from each of the CBO regions have been invited to attend a local workshop where they will be given a primer of the draft plan. Once the draft comes out, participants are encouraged to attend a public hearing or comment in some other way on the draft, as well as solicit participation from other residents in their community.

As part of this final round of focus groups, MTC also provided participants with information on the Transportation Improvement Program (TIP), briefing them on the purpose and scope of the TIP, providing a copy of the TIP guide to all participants, and telling them how they can provide feedback on the upcoming draft of the TIP when it is released. A list of all the meetings held during this round of outreach, along with the number of participants, will be provided once the outreach is completed in April 2013.

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APPENDIX A – 51

2013 TIP Detail

Response to Public Comments on Draft 2013 TIP

Response to written public comments
on the 2013 Draft TIP received
during the public comment period
March 29, 2013 to May 3, 2013
will be included in the
Appendices of the Final 2013 TIP.

Response to public comments
on the 2013 Draft TIP received
during the public comment period
June 22, 2012 to August 2, 2012
is included as follows:

Attachment A:	Responses to TIP Public Comment
Attachment B:	Responses to Air Quality Conformity Determination Comments
Attachment C:	Letter from Solano Transportation Authority

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METROPOLITAN TRANSPORTATION COMMISSION
2013 Transportation Improvement Program (TIP)
Response to Public Comments

The following are the public comments received during the public hearing for the Draft 2013 TIP as well as those received during the public comment period, commencing June 22, 2012 and ending August 2, 2012, followed by the responses to these comments. This list does not include the project sponsor change requests. The responses to comments received on air quality conformity are included as Attachment B The correspondence and public hearing transcript for the Draft 2013 TIP are available at http://www.mtc.ca.gov/funding/tip/2013/.

No.	Name	Agency/Organization	Received	Response
1	Mary Savage	Public	Public hearing (7/11/2012) and letter and Email (8/1/2012)	Response #1
2	Shirley Humphrey	Public	Public hearing (7/11/2012) and letter and Email. (7/31/2012)	Response #1
3	Gary Rannefield,	Public	Public Hearing (7/11/2012) and letter (7/28/2012)	Response #1
4	Robert and Ginger Emerson	Old Town Neighbors, Dixon.	Public hearing (07/11/2012) and Email (7/31/2012)	Response #1
5	Manolo González-Estay	Transform.	Public hearing (7/11/2012) and letter (8/2/2012)	Response #4, #6,#7 and #8
6	Bill Mayben	Public	Email (6/28/2012)	First paragraph of Response #8
7	Roger Bregoff	Caltrans	Email (6/29/2012)	Response #3, first paragraph of #4,# 5
8	Richard C. Brand	Public	Email (7/28/2012)	Response #2
9	Earl Heal	Solano County Tax Payers Association	Email and letter. (7/30/2012 and 8/1/2012)	Response #1
10	Leslie Earl	Public	Email (7/30/2012)	Response #1
11	Nancy C. Schrott	Public	Email (8/1/2012)	Response #1
12	Ellen Smith	Public	Letter and Email (8/1/2012)	Response #1
13	Barbara Kelsey	Three Sierra Club Chapters - San Francisco Bay Chapter, Redwood Chapter and Loma Prieta Chapter.	Letter (8/2/2012)	Response #4, #6, and #8
14	Bob Allen	Urban Habitat	Letter (8/2/2012)	Response #4, #6, #7 and #8

MTC appreciates the public review and comments provided for the 2013 TIP. The comments received were generally in the following three categories:

1. Comments related to funding and implementation of specific projects.
2. Comments regarding the 2013 TIP, including:
    - 2013 TIP adoption schedule
    - Structure and layout of the TIP
    - Investment analysis
    - Public outreach and engagement
3. Comments providing perspectives and recommendations for regional transportation Investment priorities; the relationship of the TIP to RTP goals; and the project selection process.

Category 1: Responses to Comments Related to Specific Projects

The Regional Transportation Plan (RTP) establishes long-range investment priorities and strategies to maintain, manage and improve the surface transportation network in the San Francisco Bay Area. The Transportation Improvement Program (TIP) helps carry out these strategies in the short term by committing certain funding resources to implement specific programs and project improvements that help support implementation of the RTP. MTC has developed the 2013 TIP using the currently adopted and approved Regional Transportation Plan – Transportation 2035 as the basis, as mandated by Federal Regulations.

MTC staff forwarded project specific comments to the sponsoring agencies for clarification of next steps and opportunities for input for service planning or project development for specific programs and projects. Interested parties are encouraged to contact project sponsors directly for clarification of specific project concerns.

Comment and Response #1

Several commenters raised issues on local projects in the TIP (such as the Dixon Bicycle/Pedestrian undercrossing) addressing safety, design, and operational issues.

MTC includes local projects in the TIP after the project sponsor supports, approves, and demonstrates project funding consistent with the Regional Transportation Plan (RTP). The decision to include a project in the TIP does not represent an allocation or obligation of funds, or final project approval. Before securing funding and approval for project implementation, the project is subject to environmental review and final approvals from federal, state, regional or local agencies depending on fund sources, and project-specific required actions.

Generally, project design details and environmental impacts are not required before the project is included in the TIP. MTC's "A Guide to the San Francisco Bay Area's Transportation Program or TIP" outlines the various opportunities available to the public and interested stakeholders to get involved in the San Francisco Bay Area's surface transportation planning and project development process (see Appendix A-

31). The guide is also available at the MTC/ABAG Library at 101 8th Street Oakland CA, 94607 and on MTC's web site. (http://www.mtc.ca.gov/funding/tip/2013/Guide_to_the_Draft_2013_TIP.pdf)

Comment and Response #2
One commenter requested that more funding be allocated to the Dumbarton Rail project.

The current RTP, Transportation 2035, only includes the Environmental and Right-of-Way phases of the Dumbarton Rail project. Therefore only those elements of the project may be included in the TIP. Pages 7-8 of the Transportation 2035 project notebook shows the funding plan for the project in the Plan. The project notebook is available at the MTC/ABAG Library and online at: http://www.mtc.ca.gov/planning/2035_plan/T2035-Project_Notebook_web.pdf

Comment and Response #3
An inquiry was received asking how projects in the TIP comply with Caltrans complete streets policies (Directive DD64-R1). This directive requires that Caltrans staff ensure compliance for all projects on the State Route System.

With respect to the Directive, Caltrans revised its Highway Design Manual to reflect DD64-R1 requirements. Consequently at this time all projects that are on the State Route System for which Caltrans is either an implementing agency or sponsor must now process a design exception for features that are inconsistent with DD64-R1. In rare and specific circumstances design exceptions are granted for excessive cost, environmental impact and safety reasons, or a combination of the same when they are considered to outweigh development using mandatory standards. The Caltrans projects in the 2013 TIP contribute to Deputy Directive 64-R1 compliance by observing the mandatory and advisory design standards established in the Department's Highway Design Manual as recently amended.

Category 2: Responses to Comments Regarding the 2013 TIP Update

Staff received several comments, questions and suggestions on the TIP development schedule; the structure and layout of the TIP; the investment analysis; and public outreach and engagement. The responses have been subdivided to address each of the topic areas.

Comment and Response #4 (TIP Development Schedule)
Several comments were related to the 2013 TIP Development Schedule, questioning the need for a TIP update at this time – in advance of adoption of Plan Bay Area. The comments also questioned the schedule given recent federal authorization and regulation changes.

While federal regulations enacted under SAFETEA require that the TIP be updated at least once every four years, the state requires the TIP to be updated every two

years, with all MPOs within California required to submit their TIPs on the same schedule.
Acknowledging the benefits of aligning the development schedules of the 2013 TIP and Plan Bay Area updates, staff is recommending that the TIP development schedule be delayed with a new TIP adoption date anticipated in spring 2013. Staff has notified Caltrans of the revised schedule and is providing the most current 2011 TIP as part of a two-year statewide TIP submittal.

TIP updates must adhere to federal regulations and supporting documents in effect at the time. With respect to the timing of the implementation of the recently enacted surface transportation authorization, MAP 21, US DOT has 18 months to develop guidance (by April 1, 2014) and promulgate regulations for performance measures related to the TIP as well as other areas that impact metropolitan transportation planning and programming policies.

MTC staff is recommending that the 2013 TIP development period be extended to coincide with that of Play Bay Area. This delay in the TIP adoption will afford staff more time to review recent updates to federal guidance related to metropolitan planning and environmental justice and Title VI.

Comment and Response #5 (Structure and Layout of the TIP)
A couple of questions/ comments/ suggestions concern the format of the TIP with respect to Bicycle/Pedestrian projects in the TIP and the relationship between the RTP and the TIP.

Bicycle and Pedestrian Investments -
The TIP is a listing of Bay Area surface transportation capital projects that receive federal funds, are subject to a federally required action or are regionally significant. Bicycle/pedestrian projects that are 100% locally funded usually are not included in the TIP since they are exempt from air quality conformity and generally do not require a federal action. Also, many bicycle/pedestrian projects are included as a sub-component of larger projects such as local streets and roads rehabilitation projects. Given all of the above, the total regional investment for bicycle/pedestrian improvements is not separately identified in the TIP.

Illustration of the relationship between the RTP and the TIP -
The Regional Transportation Plan (RTP) establishes investment priorities and strategies to maintain, manage and improve the surface transportation network in the San Francisco Bay Area. The Transportation Improvement Program (TIP) helps carry out these strategies by committing certain funding sources to specific programs and project improvements that support implementation of the RTP. Under the original schedule, MTC developed the Draft 2013 TIP using the currently adopted and approved Regional Transportation Plan – Transportation 2035 as the basis, as mandated by Federal Regulations. MTC staff is recommending that the 2013 TIP development period be extended to coincide with that of Plan Bay Area

and that the TIP be further revised and recirculated for public comment in order to incorporate Plan Bay Area policies.

Appendix A-46 provides project listings of the TIP projects, with their relationship to the RTP investment categories, including Maintenance, Operations, Enhancement, Efficiency and Expansion. Furthermore, each TIP project includes an RTP identifier (RTP-ID) showing the correspondence of the TIP project to a RTP project. Details along with specific transportation goals are identified in the RTP Project notebook (http://www.mtc.ca.gov/planning/2035_plan/T2035-Project_Notebook_web.pdf). Page 37 of the overview of the TIP shows a sample project listing and the key to format is detailed on pages 36 and 37.

The TIP listings are supported by the Fund Management System, FMS, an online TIP project database. FMS is accessible to the public and has various search capabilities. One search criterion that can be used is the RTP-ID. In the case of major projects, there are likely to be several TIP listings and a search on the RTP-ID will yield all the relevant and related TIP projects.

Comment and Response #6 (TIP Investment Analysis)
Several comments critiqued the methodologies used for the 2013 TIP Investment Analysis: Focus on Low Income and Minority Communities.

- MTC adopted two different methodologies to help illustrate how the investments affect low-income and minority populations.
    - Population Use-Based Analysis: This analysis compares estimated percent of investment for low-income and minority populations to the percent of use of the transportation system (both roadways and transit) by low-income and minority populations. In order to assign investments to these communities, their travel characteristics were used based on the following factors: percent total trips; percent VMT for road trips; and percent transit trips. While this approach serves as a general yardstick to measure transportation investments, staff acknowledges that the analysis does not directly assess the benefit and burden of specific projects or programs, the survey data is from 2000 and 2006, and many of the projects will not be open to the public until after the TIP Period in 2016.

    - Access-Based Analysis: This analysis compares the estimated percent of investment in communities of concern (CoCs) to the percent of population or infrastructure located within communities of concern. For a local project, the entire investment is either assigned within or outside of a CoC based on its location. For a network/system project, like a State Highway project, a share of the investment is assigned based on the percent of transit system miles/ percent of total number of stations (transit) or lane miles (state highway, bridge, and local roads) in communities of concern. The limitation of this methodology is that it does not take into account system usage.

Even with the limitations, we believe the investment analysis is appropriate for a macro level analysis that takes into account 900 projects. For major projects with the potential for environmental / economic impacts, project sponsors are required to prepare a more detailed analysis through the project's environmental impact analysis (NEPA).

- The two reasons that the TIP investments do not match the RTP investments are as follows:

    - Subset of Projects Requiring Federal Action: The TIP investments represent a smaller set of projects requiring federal actions (i.e. funding, permits, and air quality conformity) as compared to the more comprehensive investment strategy in Transportation 2035. The TIP, therefore, does not capture significant components of the regional transportation system such as transit operations, streets and roads maintenance, and other locally funded or state-funded transportation investments that do not require a federal action. In contrast, the long-range Transportation Plan (currently Transportation 2035) is required to encompass the performance and investment levels of the entire surface transportation system in the region.

    - Four-year Timeframe: The TIP covers on the four-year period compared to the RTP 25-year planning horizon. While a total of $56 billion is programmed in the TIP, only the $11 billion within the four year TIP period is accounted for in the TIP investment analysis. All other funds are considered to be for informational purposes only. Hence a $250 million project with no funds programmed in the four years is not included in the TIP investment analysis but is considered in the RTP analysis.

Comment and Response #7 (Public Outreach)
A few comments focused on the need for improvements to MTC's public participation and outreach for the TIP in order to conform to the most recent federal guidance on public engagement.

MTC has undertaken numerous outreach efforts to make the TIP accessible to the public:

- Several reports such as the single-line project listing reports (Appendix A-46) and the TIP-at-a-Glance abstracts are included to aid the public in a better understanding of the TIP.
- The TIP Overview of the TIP is available in Spanish and Chinese on the web at http://www.mtc.ca.gov/funding/tip/2013/. (The guide is not on the webpage).
- The Draft TIP is accessible to the public at various libraries including the MTC/ABAG Library at 101 8th Street Oakland CA, 94607 and on MTC's

website. During the public review and comment period, a direct link to the TIP was posted on the MTC home page.

- MTC's "A Guide to the San Francisco Bay Area's TIP", outlines the various opportunities available for the public and interested stakeholders to become involved in the San Francisco Bay Area's surface transportation project development process. The guide has a table on the evolution of a project from a project idea to implementation and lists the various stages where a member of the public can make a difference (Pages 12-13). The guide is available at the MTC/ABAG Library at 101 8th Street Oakland CA, 94607 and on MTC's web site.
- Staff has held several workshops for partner agencies and stakeholders and an overview of the TIP is included in workshops held throughout the region on the RTP update.
- The development of transportation policies and project selection criteria for MTC's funding programs are developed through an extensive and transparent outreach process. The project selection criteria and associated policies for each program that MTC oversees are to be found in the appendices to the TIP (A-10 through A-28). These efforts are complementary to the TIP update process. The TIP compiles the programs, projects and improvements that have resulted from these outreach and project selection efforts as well as local project selection efforts in support of the RTP.
- In the development of the 2013 TIP, MTC followed its Public Participation Plan which was developed in consultation with the public, MTC Advisory Council, public agencies, federal, state and other local agencies. Changes in federal requirements will be reflected in future updates to this Plan.

Category 3: Responses to Comments Regarding the Plan, the Relationship of the TIP to the RTP and Project Selection Process

Comment and Response #8:

Commenters provided individual perspectives and recommendations for regional transportation investment priorities, the relationship of the TIP to Plan Bay Area and the project selection process.

The development of a TIP or revisions to the TIP occur after planning, regional transportation policy development and project selection have been completed. The TIP is a four-year listing of projects which are ready to move to project development and implementation. Therefore, it is important to consider the development of the long-range transportation plan, the region's primary transportation policy document; the development of funding program policies that guide local decisions about which projects are selected for inclusion in the TIP; and the compilation of projects in the TIP document itself. MTC works with transportation stakeholders and transportation agencies throughout this entire process.

Many of the comments submitted about regional policies such as climate change, congestion, sustainable community strategies and other transportation goals, are addressed in MTC's Regional Transportation Plan, which is currently being updated as Plan Bay Area. In contrast, concerns regarding specific project design and environmental impacts are generally not addressed until after a project is in the TIP. Refer to "A Guide to the San Francisco Bay Area's Transportation Improvement Program" (Appendix A-31) that pinpoints the most effective opportunities to get involved in planning and project development.

As noted previously, to respond to concerns about the TIP adoption preceding the adoption of Plan Bay Area next spring, staff is recommending deferral of the 2013 TIP adoption to align with the development and adoption of Plan Bay Area, scheduled for Spring 2013.

J:\PROJECT\Funding\TIP\TIP Development\2013 TIP\Appendices\Draft_13TIP_06-12\Word and Excel files\A-51_Response to public comments on 3-29 Draft TIP.doc

METROPOLITAN TRANSPORTATION COMMISSION
2013 Transportation Improvement Program (TIP)
Responses to Comments on Air Quality Conformity Analysis

The 30-day comment period for the draft conformity analysis began on June 22, 2012 and closed on August 2, 2012. MTC received the following comments on the draft conformity analysis. MTC staff is recommending that the 2013 TIP development period be extended to coincide with that of Play Bay Area. MTC staff will develop a new conformity analysis for the Plan and corresponding 2013 TIP in spring 2013. Staff responses to the comments received follow.

Commenter: Christina Jaworski, Santa Clara Valley Transportation Authority (VTA) (Email Dated June 29, 2012)

Comment #1:
Do the assumptions in the draft conformity analysis for VTA's Capitol Expressway Project (SCL#050009) assume the removal of high occupancy vehicle (HOV) lanes on Capitol Expressway between Capitol Avenue and Tully Road in San Jose?

Response #1:
With the recommended delayed adoption of the 2013 TIP, VTA's Capitol Expressway (SCL050009) will be updated, consistent with the final project description and scope in the adopted Regional Transportation Plan (Plan Bay Area).

Commenter: Duane De Witt, West Oakland Environmental Indicators Project (Email Dated August 2, 2012)

Comment #1:
The organization West Oakland Environmental Indicators Project is concerned there will be an increase of Particulate Matter (PM) pollution due to the projected increase in traffic stated in the TIP and wants to know what measures will be implemented to decrease the amount of PM pollution in the West Oakland area below current levels in 2012. They are not experts in air pollution, but bear the effects of the chronic air pollution afflicting West Oakland due to traffic on the surrounding freeways, roadways and the diesel truck traffic at the Port of Oakland. They have requested that the conformity analysis explain how this will be accomplished and verified during the TIP period in language understandable for "lay" people.

Response #1:
Please note that with deferral of the TIP adoption, staff will be conducting a new conformity analysis for Plan Bay Area and the 2013 TIP. The Draft Conformity Analysis will be available for public comment following the release of the Draft Plan Bay Area and Draft 2013 TIP. We encourage you to review and comment on the Draft Conformity Analysis at that time.

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ATTACHMENT C

STA
Solano Transportation Authority
. . . working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 • Telephone (707) 424-6075 / Facsimile (707) 424-6074
Email: staplan@sta-snci.com • Website: solanolinks.com

August 9, 2012

Scott Haggerty
Chair, Programming and Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

08-21-12A08:46 RCVD

RE: 2013 Transportation Improvement Program (TIP) Response to Comments
City of Dixon's West B Street Bicycle/Pedestrian Undercrossing Project

Dear Commissioner Haggerty:

At the July 11, 2012 MTC Programming and Allocations Committee meeting, four residents of the City of Dixon spoke out in opposition to the City of Dixon's West B Street Bicycle/Pedestrian Undercrossing Project. The STA is supportive of the project, does not concur with the comments that were made, and as requested, has prepared a response to each of those comments (Attached) for the Commission's review.

The Solano Transportation Authority (STA) is partnering with the City of Dixon's for the West B Street bicycle/pedestrian Undercrossing Project. The Project will replace the existing at-grade bicycle/pedestrian crossing with a grade separated bicycle/pedestrian undercrossing, which would allow pedestrians and bicyclists to safely cross Union Pacific Railroad (UPRR) to access other parts of the City. The Project is located between N. Jackson Street and N. Jefferson Street, in close proximity to Dixon's downtown, Anderson Elementary School, and adjacent residential areas. The current at-grade railroad crossing facilitates an estimated 100 to 150 pedestrian trips daily, the majority of which are children accessing schools on either side of the railroad track. Two fatalities have been reported at the project location since 1990.

This project has been extensively reviewed and assessed by STA and various advisory committees as part of recently completed planning studies. The project was identified as a top priority project in the STA's recently updated Solano Countywide Bicycle and Pedestrian Plans, the Solano County Rail Crossing Plan and has been identified as a top priority by STA's Safe Routes to School Advisory Committee. The Project was reviewed by and received support from the Dixon City Council, STA Board, and the STA's Bicycle and Pedestrian Advisory Committees. In order to be identified as a countywide priority, the project went through multiple public input processes. The Project has also received the support of the Capital Corridor and the Dixon Unified School District.

The STA has already obtained the necessary environmental clearance, completed the projects design, gained approval from the UPRR, is in the process of completing the right-of-way clearance, and has secured funding to construct the project in 2013. Given the safety concerns being addressed by this Project and the wide public support, the STA and the City of Dixon are requesting support from the MTC Commission for the West B Street project to be included in the 2012 TIP.

Sincerely,

Daryl K. Halls

Daryl Halls
STA Executive Director

Attachment

Cc: Jim Spering, County Supervisor and MTC Commissioner
STA Board Members
Steve Heminger, MTC Executive Director
Jim Lindley, City Manager, City of Dixon

Summary of Comments and Responses to MTC's July 11, 2012 Programming and Allocations Committee Meeting re: West B Street Bicycle/Pedestrian Undercrossing

COMMENTS	STA RESPONSES
Mary Savage 1.1) We want to delay these projects until the community is allowed an opportunity to have clear and concise input from its citizens, along with the wisdom of its elected officials, to put the Plan before its constituents before going forward and to allow for shared ideas such as the possible train stop.	1.1) The STA and the City of Dixon's decisions to approve plans, environmental clearance, finalize design, and fund the West B Street Bicycle/Pedestrian Undercrossing project all took place during public City Council and STA Board of Directors meetings over the last two years. Both agencies comply with the Brown Act and post agendas online and at Dixon City Hall.
Shirley Humphrey 2.1) Union Pacific has not agreed to a train stop in Dixon. In discussions with them, they are not expecting a stop within the next decade. Now you want to spend $6M for a pedestrian undercrossing next to the train station where no train stops.	2.1) The West B St Bicycle/Pedestrian Undercrossing is a separate project with bicycle and pedestrian access and safety utility independent of any future train station proposals. The project addresses safety concerns of an existing rail crossing with high frequency of existing passenger and freight rail service.
2.2) We oppose this because air quality studies have been done in this area, and it has the worst air quality.	2.2) Air quality would not be impacted by the West B Street project. The STA is unaware of any air quality studies that suggest avoiding improvements in the area due to air quality concerns. The Yolo-Solano Air Quality Management District has supported bicycle and pedestrian projects in the area in the past through grants and staff planning support.
2.3) A local gentleman has offered four acres a half mile away, where we'd have plenty of parking.	2.3) See response 2.1.
2.4) It is not our highest transportation need. We need an undercrossing at Pitt School Rd, where more accidents have occurred than at West B St. We were promised an undercrossing at Pitt School Rd. instead money is being diverted from Pitt School Rd. to West B St.	2.4) The Parkway Blvd Overcrossing project is a roadway overcrossing which would connect Pitt School Road with communities near SR-113. This longer-term roadway project will be funded in part by future local development impact fees.
Gary Rennefeld 3.1) There is widespread support in the community for the Parkway Blvd. overcrossing/grade separation. It would relieve much of the new congestion that's made Highway 113 very dangerous through parts of South Dixon because of recent growth and the new high school in that area.	3.1) See response 2.4. The project is being planned and designed to improve safety and to eliminate an at-grade crossing at a frequently used rail crossing.

3.2) The West B Street project (the "tunnel") is an expensive, severely flawed and poorly plan use of taxpayer money.	3.2) Comment noted.
3.3) Although billed as a safety measure for crossing the tracks, it itself would introduce a significant safety issue of its own and would encourage pedestrians to use one of two nearby at-grade crossings where pedestrian hazards from passing trains are not addressed.	3.3) There have been two fatalities reported at the West B Street project location, since 1990. The current at-grade crossing poses a safety risk for bicycles and pedestrians. Since 2008, more students use the current at-grade crossing due to school closures and student boundary realignment. This project would eliminate an existing at-grade rail crossing.
3.4) This kind of tunnel generally becomes a dark, damp, dirty, smelly and potentially threatening situation that pedestrians would be reluctant to use.	3.4) The West B Street project would install lighting in the undercrossing for increased safety. The City of Dixon is committed to maintaining the project.
3.5) The proponents plan to use this "tunnel" for access to a new train platform with the addition of an elevator and stairs. I believe its use as a pedestrian tunnel would then be compromised at that point.	3.5) See response 2.1.
Ginger Emerson 4.1) I represent a group of Dixon residents known as the Old Town Neighbors. We want to go on record to strongly oppose the West B St. Undercrossing. Our feedback from Dixon residents living in Old Town confirms that they consider the "tunnel" to be the most unreasonable choice for addressing the very remote possibility of any safety issues at that location.	4.1) Comment noted and provided under public comment to the STA Board when the STA Board took action to support project.
4.2) Most residents claim that the tunnel would create more of a safety hazard than it resolves, and they would not use it.	4.2) Comments noted.
4.3) The community at large is also questioning the so-called necessity of an underground passage approximately 300 ft. from a proposed vehicular and pedestrian undercrossing at West A St.	4.3) As studied by the City of Dixon in 2009, the West A St. Undercrossing project concept included one traffic lane in each direction and a 12-foot walkway on the north side of the street to accommodate both bicycles and pedestrians. Should the West A St. Undercrossing project proceed, pedestrian, bicycle, and vehicle access would be limited to existing nearby crossings during construction. As part of the City of Dixon's current West A Street project staging plan, the West B St. Bicycle and Pedestrian Undercrossing project would provide bicycle and pedestrian

	access to Downtown Dixon and nearby schools and the Parkway Blvd Overcrossing project would provide East-West vehicle connections.
4.4) The general public is far more sensitive that our city and county elected officials seem to be about the waste of taxpayer dollars. We argue that the local match of money for the pedestrian tunnel should never have been diverted from the Parkway Blvd. overcrossing south of town.	4.4) Comment noted. The City of Dixon and STA Board have both taken action to fund the project.

APPENDIX A – 52

2013 TIP Detail

Single Line Project Listing Reports:

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Metropolitan Transportation Commission

TIP Project Listing by County

2013 TIP: FY12/13 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID *(All funding shown in thousands of dollars)*

Alameda County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
ALA	AC Transit	Transit	Enhanced Bus - Telegraph/Intl/East	AC Transit: Along the Telegraph/Intl Ave /E. 14th Corridor; System includes preliminary engineering, bus Stop & station improvements, bus procurement and other street enhancements to implement bus rapid system.	Expansion	ALA050017	18	92,643	205,145
ALA	AC Transit	Transit	AC Transit Facilities Upgrade	AC Transit: Agency's facilities & equipment upgrades.	Maint/Rehab	ALA010034	18	12,500	44,020
ALA	AC Transit	Transit	AC Transit State of Good Repair	AC Transit: The project is intended to bring AC Transit's revenue fleet up to a SGR by implementing new SGR process and software in order to reduce operating costs.	Maint/Rehab	ALA110008	4		7,403
ALA	AC Transit	Transit	AC Transit: Procure (23) 60' Articulated	AC Transit: Purchase 23 replacement 60' articulated buses for use on local routes.	Maint/Rehab	ALA110091	3	18,207	18,207
ALA	AC Transit	Transit	AC Transit: Procure (38) 40-ft Urban	AC Transit: Purchase 38 replacement 40' urban transit buses.	Maint/Rehab	ALA110092	3		17,815
ALA	AC Transit	Transit	AC Transit: Replace 16 40' Suburban	Purchase 16 replacement 40' Suburban buses.	Maint/Rehab	ALA110093	6	7,937	7,937
ALA	AC Transit	Transit	Farebox Replacement	AC Transit: System-wide: Replace the existing bus farebox systems and their support equipment	Maint/Rehab	ALA110106	2	9,375	9,375
ALA	AC Transit	Transit	AC Transit: Bus Diesel Particulate Filters	AC Transit: 51 VanHool 30ft busses: install diesel particulate filters (DPF)	Maint/Rehab	ALA110116	2	1,590	1,590
ALA	AC Transit	Transit	AC Transit: Procure (28) 40-ft Urban	AC Transit: Purchase (28) 40-ft buses to replace buses in existing fleet	Maint/Rehab	ALA110117	2	15,350	15,350
ALA	AC Transit	Transit	AC Transit: Procure (40) 40-ft Urban	AC Transit: Purchase (40) 40-ft buses to replace buses in existing fleet	Maint/Rehab	ALA110118	2	21,929	21,929
ALA	AC Transit	Transit	AC Transit: Replace 27 40' Urban Buses	AC Transit: Purchase 27 40-foot replacement buses for use on local routes	Maint/Rehab	ALA110123	2	13,037	13,037
ALA	AC Transit	Transit	AC Transit: Replace 38 40' Suburban	AC Transit: Procure 38 replacement 40-foot suburban buses	Maint/Rehab	ALA110124	2	19,400	19,400
ALA	AC Transit	Transit	AC Transit: Procure (27) 60' Artic	AC Transit: Purchase 27 60-foot diesel-electric hybrid articulated buses with dual-side doors for BRT service to replace older 60-foot articulated buses	Maint/Rehab	ALA130002	1	29,700	29,700
ALA	AC Transit	Transit	AC Transit Paratransit Van Depreciation	AC Transit: Amortized cost of replacing vans used for AC Transit paratransit service. Vans are operated and replaced by paratransit contractor. FTA funds programmed annually in lieu of programming for replacing vans at end of their useful life.	Maint/Rehab	ALA990052	17	3,583	16,671
ALA	AC Transit	Transit	AC Transit: Preventive Maintenance	AC Transit: Preventive maintenance for agency fleet and related equipment.	Maint/Rehab	ALA991070	28		392,438
ALA	AC Transit	Transit	AC Transit: ADA Paratransit Assistance	AC Transit: ADA Paratransit Operating Subsidy.	Operations	ALA990076	24	9,901	103,138
ALA	AC Transit	Transit	Transit Security Project	AC Transit: District facilities and Buses; Install cameras on District's buses and at District's facilities, including the passenger transfer stations, also fund design and fabrication of a mobile emergency-operating center.	SystMgmt	ALA050064	11	10,742	34,395

Metropolitan Transportation Commission

TIP Project Listing by County

2013 TIP: FY12/13 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Alameda County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
ALA	AC Transit	Transit	Zero Emission Bus Advanced	AC Transit: Zero Emissio Bus Advanced Demonstration project, including purchase of 12 new ZEBs, and associated fueling, maintenance facilities, testing/monitoring of buses, solar panels, stationary fuel cell and eletrolyzer for hydrogen fueling stations.	SystMgmt	ALA070046	12		61,843
ALA	AC Transit	Transit	AC Transit: Line 51 Corridor	Alameda County: Lines 51A and 51B along the Santa Clara, Broadway, College and University Corridor: Provide key investments in capital infrastructure needed to provide travel time savings	SystMgmt	ALA110100	3	10,516	10,516
ALA	AC Transit	Transit	San Leandro BART - Transit Access	San Leandro: At San Leandro BART Station: Make bus, pedestrian, and bicycle access improvements in preparation for the implementation of the East Bay Bus Rapid Transit. This is a project is related to ALA050017.	SystMgmt	ALA110105	2	3,929	3,929
ALA	AC Transit	Transit	AC Transit: Spectrum Ridership Growth	AC Transit: Encourage new riders among East Bay residents, employees, and visitors, as well as increased ridership among current riders. The principal three areas of focus will be Passenger Info Systems, Fare structure/programs, and Marketing	SystMgmt	ALA110119	2	2,036	2,036
ALA	ACTC	Local Road	Alameda County SR2S Local	In Alameda County: Countywide SR2S Program; Implement Capital Projects and Technical Assistance for future Capital Projects	Expansion	ALA110098	2		1,300
ALA	ACTC	Local Road	Bikemobile: Bike Repair and	Alameda County: Mobile truck promoting walking/biking to school including outreach and education activities.	SystMgmt	ALA110009	4		576
ALA	ACTC	Local Road	Alameda County Safe Routes to School	Alameda County: Countywide SR2S Program including education & outreach in various K-12 schools, ridesharing, & project development.	SystMgmt	ALA110033	4	6,409	9,367
ALA	ACTC	Local Road	Local PDA Planning - Alameda	Alameda County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	SystMgmt	ALA110122	2	4,411	4,411
ALA	ACTC	State Hwy	I-580 (TriValley) Right of Way	I-580 Corridor (Tri-Valley): Preserve ROW along I-580 from Hacienda to Greenville for future transit in the median.	Expansion	ALA050006	9		9,700
ALA	ACTC	State Hwy	SR 84 Expressway Widening	In Livermore: Widen Route 84 from Jack London Blvd. to Pigeon Pass.	Expansion	ALA050014	9	76,949	126,459
ALA	ACTC	State Hwy	I-580 (TriValley) Corridor - WB HOV &	I-580 (TriValley) Corridor: WB HOV lane on I580 from east of Greenville Rd to Foothill Rd, HOV direct connectors from WB I580 to SB I680 and NB I680 to EB I580, WB Aux Lanes between Airway Blvd and Tassajara Rd, and EB and WB Aux Lanes at I580/Vasco I/C	Expansion	ALA070018	13	10,158	136,819
ALA	ACTC	State Hwy	I-580 (TriValley) Corridor - EB	I-580 (TriValley) Corridor: From east of Greenville Road to Hacienda Dr..; Construct Eastbound HOV/HOT lanes (includes auxiliary lanes). Sub-project of TIP ID ALA050006.	Expansion	ALA070020	17	3,650	180,790
ALA	ACTC	State Hwy	I-880 SB HOV Lanes - Marina Blvd to	I-880 Corridor: From Marina Blvd in San Leandro to Hegenberger in Oakland; Construct new SB HOV lanes and reconstruction of interchanges at Marina Blvd and Davis St. and soundwall construction.	Expansion	ALA070042	11	5,860	116,579

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Alameda County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
ALA	ACTC	State Hwy	I-580 WB Auxiliary Lane, First to Isabel	I-580 (TriValley) Corridor: westbound auxilliary lanes between First Ave and Isabel Ave along I-580 in the Tri-Valley. This project is a sub-project of, and is being implemented with, TIP ID ALA070018.	Expansion	ALA090025	3		1,000
ALA	ACTC	State Hwy	I-880/Industrial Parkway West	At I-880/Industrial Parkway West , reconstruct interchange, add on/off-ramp lanes, widen ramp lanes, provide HOV bypass lanes and routine accommodation for bicyclists and pedestrians.	Expansion	ALA110002	2	5,000	41,000
ALA	ACTC	State Hwy	East-West Connector in Fremont &	In Fremont & Union City: From I-880 to Route 238; Construct new 4-lane roadway and widen existing roadways.	Expansion	ALA978004	12	14,300	103,171
ALA	ACTC	State Hwy	I-880 North Safety Improvements	Oakland: I-880 between 23rd Ave to 29th Ave; Reconfigure Interchange, including new ramps.	Maint/Rehab	ALA050019	15	81,065	97,912
ALA	ACTC	State Hwy	I-80 Integrated Corridor Mobility	Contra Costa and Alameda Counties: Along the I-80 corridor from Carquinez Bridge to San Francisco-Oakland Bay Bridge Toll Plaza; create an integrated ITS arterial network.	SystMgmt	ALA070041	9		92,855
ALA	ACTC	State Hwy	I-580 HOT Corridor Project	I-580 Westbound: Convert the HOV lanes to HOT Lanes.Convert the I-580 westbound HOV lane to an express lane from Greenville Road to San Ramon Road/Foothill Road	SystMgmt	ALA090004	5	7,740	17,030
ALA	ACTC	State Hwy	Truck Parking Facilities in North County	Alameda County: Provide safe parking facilities in north part of Alameda County.	SystMgmt	ALA090018	4	2,000	2,000
ALA	ACTC	State Hwy	Corridor Mobility Program & Adaptive	Central Alameda County: I-880/ I-238/ I-580. Install monitoring and signalization I-880, I-238 and I-580.	SystMgmt	ALA090019	4	47,000	47,000
ALA	ACTC	State Hwy	I-580 Landscaping in the City of San	Along I-580 in the City of San Leandro from PM 33.5 to PM 34.6 between Estudillo Avenue and 141st Street; Landscaping and Irrigation work.	SystMgmt	ALA090067	7		350
ALA	ACTC	State Hwy	I-580 Oakland 14th to Ardley Noise	Oakland: I-580 Eastbound between west of 14th Avenue to Ardley avenue - Construct noise barriers on route between PM 41.7 to PM 42.2	SystMgmt	ALA110004	3	1,500	1,600
ALA	ACTC	Transit	ALA-Community-Based Transportation	Alameda County: Countywide: For the five community-based transportation plans, review, update and integrate with completed countywide plans and develop an integrated, more comprehensive implementation strategy.	SystMgmt	ALA110107	2	594	594
ALA	Alameda	Local Road	Tinker Avenue Reconfiguration	Alameda: On Tinker Avenue btw Webster St and 5th St; Reconfigure intersection including the construction of a 4 Ln. extension to Tinker Ave, install signals, and modify Webster St Tube off-ramp.	Expansion	ALA990054	10		18,661
ALA	Alameda	Local Road	City of Alameda - Park St Streetscape	In the City of Alameda: Streetscape improvements including utility work, installation of vintage lighting, street trees, sidewalks, and pedestrian appurtenances,bulb-outs and pedestrian warning lights.	SystMgmt	ALA070022	11	827	2,495
ALA	Alameda	Local Road	Shoreline Dr, Westline Dr and Broadway	Alameda: Shoreline Dr-Westline Dr to Broadway; Westline Dr-Otis Dr to Shoreline Dr; Broadway-Shoreline Dr to Bayview Dr: Reduce travel lanes from 4 to 2; Install a cycle track, parking, bike racks, crosswalks, bus shelters, ADA upgrades and bus pad	SystMgmt	ALA110085	2	831	963

Metropolitan Transportation Commission

TIP Project Listing by County

2013 TIP: FY12/13 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID *(All funding shown in thousands of dollars)*

Alameda County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
ALA	Alameda County	Local Road	Alameda: Vasco Road Safety	Livermore: On Vasco Road from Livermore to CC County line; Realign roadway, provide standard shoulder widths, install median barriers and add truck-climbing lanes. (Total length of truck lanes is .9 miles). Project is phased.	Expansion	ALA030002	18	2,894	49,152
ALA	Alameda County	Local Road	Estuary Bridges Seismic Retrofit and	Oakland: Seismic retrofit and repairs of 3 Oakland Estuary bridges	Maint/Rehab	ALA090022	3	1,300	4,000
ALA	Alameda County	Local Road	Fruitvale Ave Roadway Bridge Retrofit	Alameda County: Retrofit Fruitvale Roadway Bridge a lifeline facility	Maint/Rehab	ALA090023	3	2,000	2,000
ALA	Alameda County	Local Road	Alameda County: Rural Roads Pavement	Alameda County: Pavement Rehabilitation of various roadways in unincorporated areas.	Maint/Rehab	ALA090069	3		2,412
ALA	Alameda County	Local Road	Alameda Co - Central Unincorporated	Alameda County: Various Streets: Pavement Rehabilitation Program	Maint/Rehab	ALA110026	2		1,279
ALA	Alameda County	Local Road	Crow Canyon Safety Improvements	Alameda County: On Crow Canyon Road: from I-580 north to the Alameda/Contra Costa County line; Safety improvements, shoulder widening and curve realignment.	SystMgmt	ALA010003	9	2,000	2,500
ALA	Alameda County	Local Road	Cherryland/Ashland/CastroValley/Fairv	Cherryland, Ashland, Castro Valley, Fairview, San Lorenzo and other Unincorporated Areas of Alameda County: Sidewalk improvements in the vicinity of Schools within unincorporated Alameda County area.	SystMgmt	ALA050035	20	2,862	6,038
ALA	Alameda County	Local Road	Hampton Rd Streetscape	Alameda County: Along Hampton Road; Sidewalk Improvements including new curbs, gutters, and other pedestrian improvements.	SystMgmt	ALA070040	6		5,550
ALA	Alameda County	Local Road	E. 14th St/Mission Blvd Streetscape	Alameda County: On East 14th St./Mission Blvd between Thrush St and Rufus Court; Construct "bulb-outs" in conjunction with larger streetscape improvement in redevelopment area. HPP #308	SystMgmt	ALA991077	13	2,685	5,706
ALA	Albany	Local Road	Albany - Buchanan Bicycle and	In Albany: On Marin Ave./Buchanan St. between San Pablo Ave. and Buchanan bridge overcrossing. Construct a bike/Ped path, install a bike/ped signal, and related improvements at several locations within the project limits.	Expansion	ALA110030	2		2,544
ALA	BART	Transit	BART - Warm Springs Extension	Fremont: Fremont BART station to Warm Springs; Extend BART service to the Southern end of Alameda County including new station at Irvington.	Expansion	ALA050015	7	135,503	890,000
ALA	BART	Transit	Hayward Shop and Yard Expansion	Expansion of the Hayward Shop and Yard to accommodate additional rail vehicles for storage, maintenance and repair.	Expansion	ALA110003	3	110,000	122,000
ALA	BART	Transit	BART to Livermore Extension - Develop	BART - Develop Draft Environmental Impact Report (DEIR) for the BART to Livermore Extension Project (Proposed Project).	Expansion	ALA130007	1	8,600	14,799
ALA	BART	Transit	BART Oakland Airport Connector	The Oakland Airport Connector Project will provide a 3.2 mile Automated Guidwaqy Technology (AGT) system to link the BART Coliseum station to the Oakland International Airport on exclusive right-of-way.	Expansion	BRT990002	21	105,700	484,000

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Alameda County

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ALA	BART	Transit	BART: Fare Collection Equipment	BART: Systemwide: Acquire and install fare collection equipment.	Maint/Rehab	ALA090065	6	15,170	18,345
ALA	BART	Transit	MacArthur BART Plaza Remodel	Oakland: MacArthur BART Station: Renovate the entry plaza	Maint/Rehab	ALA090068	7	1,270	4,070
ALA	BART	Transit	Enterprise Asset Management	BART: Systemwide. Enhance the asset management business process and integration of business and operations across Finance, Operations and Maintenance to support ongoing, long-term asset management and decision making.	Maint/Rehab	ALA110090	3	2,500	2,500
ALA	BART	Transit	BART Train Car Accident Repair Project	BART: Two BART Cars: Repair of two BART cars that were damaged in an accident in March 2011.	Maint/Rehab	ALA110121	2	1,687	1,687
ALA	BART	Transit	BART Station Electronic Bike Lockers,	Alameda County: Five BART Stations: Purchase and install electronic bicycle lockers	SystMgmt	ALA070051	6		543
ALA	BART	Transit	Downtown Berkeley BART Plaza/Transit	In Berkeley: Area around Downtown Berkeley BART Station: Streetscape improvements; design/construction of custom bus shelter, canopy design for 5 secondary BART entries and construction of one; retrofit design for BART rotunda.	SystMgmt	ALA110032	2		2,257
ALA	Berkeley	Local Road	Berkeley Bike/Ped Overcrossing Site	Berkeley: On Addison Street, Access improvements at east touchdown plaza of newly-constructed bike/ped over crossing, south of the University Ave over crossing.	Expansion	ALA090039	3		929
ALA	Berkeley	Local Road	Berkeley Bay Trail Extension - Segment	In Berkeley: On University Ave between West Frontage Road and Marina Blvd, construct a class 1 bike path and a bike / pedestrian bridge over Strawberry Creek, and add a Water Trail Access Point at Hs Lordships Restaurant at Seawall Drive.	Expansion	ALA090062	6		2,581
ALA	Berkeley	Local Road	City of Berkeley Transportation Action	Berkeley: Implement parking pricing pilot and enforcement programs in Southside, Elmwood and Downtown commercial districts. Implement TDM strategies and outreach focused on small businesses and residents along key commercial/transit corridors.	SystMgmt	ALA110007	3		2,260
ALA	Berkeley	State Hwy	I-80 Gilman Interchange	Berkeley: On Gilman Avenue at I-80; Reconfigure interchange providing dual roundabout at the entrance & exits from I-80 as well as the Eastshore Highway and West Frontage Road.	Expansion	ALA050079	9	1,000	6,959
ALA	CCJPA	Transit	Capitol Corridor Rail Improvements	Between Oakland and San Jose: Rail improvements including construction of siding, extensions, additional mainline track, crossovers and signal control systems.	Expansion	ALA070016	4		5,260
ALA	CCJPA	Transit	Bicycle Lockers at Capitol Corridor	Capitol Corridor Joint Powers Authority (CCJPA): at Capitol Corridor Stations: Establish a bicycle storage standard for design(s), function, and procurement for secure bicycle storage	SystMgmt	ALA110115	2	581	581
ALA	Caltrans	Local Road	Bay Trail (Union City Segment)	In Union City: - Bay Trail; Construct Union City Segment of Bay Trail.	Expansion	ALA990091	9	714	1,162
ALA	Caltrans	State Hwy	I-680 Sunol Grade NB HOV Lane	Rt. 680: Sunol Grade from Milpitas to Rt. 84; Construct North Bound HOV lanes.	Expansion	ALA010014	12	375	52,922
ALA	Caltrans	State Hwy	I-238 Widening Replacement Planting	Landscape replacement planting in and near San Leandro on Route 238 from Route 580 to Route 880	Expansion	ALA070060	8		4,059

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Alameda County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
ALA	Caltrans	State Hwy	Eastbound Truck Climbing Lane	In Livermore, Alameda County: On Route 580 in the City of Livermore from North Flynn Rd to Greenville Rd. Construct a truck-climbing lane in the eastbound direction.	Expansion	ALA090028	5		77,400
ALA	Caltrans	State Hwy	I-880/SR 262 I/C and HOV lanes	I880 corridor: I-880 btw Santa Clara Co. line & Alvarado-Niles; Construct 2 HOV lanes, reconstruct I-880/Warren Ave/SR 262 I/C	Expansion	ALA978027	25		131,304
ALA	Caltrans	State Hwy	I-680 Sunol Grade SouthBound HOV	Sunol Grade: From Rte. 84 in ALA to Rte. 237 in SCL.; Final project phase construction of HOV lane, shoulders and other project clean up. Santa Clara portion. More funding in ALA991083, ALA991084 and SCL991077.	Expansion	SCL991077	10		8,308
ALA	Caltrans	Tollway	San Francisco-Oakland Bay Bridge	In San Francisco-Oakland: Bay Bridge: East Span Replacement Project; Near Toll Plaza Building: Reconstruct maintenance facilities	Maint/Rehab	ALA977038	13	40,645	5,706,445
ALA	Caltrans	Transit	Environmental Study for ACE Alignment	Altamont Commuter Express (ACE): Along the alignment between the Bay Area and the Central Valley; Conduct an environmental study for a high speed rail corridor	Expansion	ALA110086	2		300
ALA	Dublin	Local Road	Alamo Canal Regional Trail, I-580	In Dublin and Pleasanton: This project will construct a segment of the Alamo Canal Trail underneath Interstate 580 to close a gap between the section of the Alamo Canal Trail located in Dublin and Centennial Trail located in Pleasanton south of I-580.	Expansion	ALA090066	6		2,651
ALA	Dublin	Local Road	West Dublin BART Golden Gate Drive	In Dublin: Golden Gate Drive from Dublin Blvd to the West Dublin BART Station. Bicycle, pedestrian, and landscape enhancements.	Expansion	ALA110034	3	456	1,886
ALA	Dublin	Local Road	Dougherty Road widening	Project is located in Dublin. It will widen the existing Dougherty Road from Sierra Lane to North City Limit from 4 lanes to 6 lanes to address congestion and delays.	Expansion	ALA130005	1	18,860	18,860
ALA	Dublin	Local Road	Dublin Boulevard widening	The project will widen Dublin Boulevard from 4 lanes to 6 lanes between Sierra Court and Dublin Court in the City of Dublin.	Expansion	ALA130006	1	4,200	4,200
ALA	Dublin	Local Road	Dublin Citywide Street Resurfacing	In Dublin: Silvergate Dr between San Ramon Rd and Dublin Blvd, Clark Ave between Village Parkway and Maple Dr, and Tassajara Rd between North City limits and Shadow Hill Dr.	Maint/Rehab	ALA110024	2		672
ALA	EB Reg Park Dis	Land/Trail	East Bay Parks Green Transportation	Various parts of the Bay Trail: The Green Transportation Initiative completes components in the Alameda and Contra Costa counties' non-motorized transportation network. It will close five critical gaps in EBRPD's 175-mile paved trail system.	Expansion	ALA110011	4		17,810
ALA	Fremont	Local Road	Widen Kato Rd from Warren Avenue to	In Fremont: Widen Kato Road from Warren Avenue to Milmont Drive. Widen Kato Road to four lanes and install bike lanes on both sides of the roadway and modify traffic signal at Kato Rd/Milmont Ave.	Expansion	ALA130001	1	300	12,690
ALA	Fremont	Local Road	Fremont CBD/Midtown Streetscape	Fremont: In the Fremont Central Business District/Midtown District bounded by Walnut Avenue, and California, Beacon and Liberty Streets: Streetscape enhancements. This is a phased project.	SystMgmt	ALA110012	5		2,101
ALA	Fremont	Local Road	Walnut Argonaut Lane Reduction &	In the City of Fremont: On Walnut Avenue and Argonaut Way narrow the roadway from four lanes to two lanes. At the intersection of Walnut/Argonaut/Parkhurst Drive construct new roundabout.	SystMgmt	ALA110045	2	518	585

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ALA	Hayward	Local Road	Route 238 Corridor Improvement	Hayward; On Foothill and Mission Boulevards (existing Route 238) from Industrial Parkway to Route 580; Construct Route 238 Corridor Improvement Project.	Expansion	ALA977007	10		100,500
ALA	Hayward	Local Road	South Hayward BART Area/Dixon Street	In Hayward: Both sides of Dixon St from Tennyson Rd to Valle Vista Ave. Streetscape, pedestrian safety and landscape improvements. The ROW phase including utility relocation is locally funded	SystMgmt	ALA110035	5		2,315
ALA	Hayward	State Hwy	Rt 92/Clawiter/Whitesell Interchange	Hayward: Rt 92/Clawiter Rd. Upgrade existing Clawiter interchange. Add ramps and overcrossing for Whitesell St. extension. Signalize ramp intersections.	Expansion	ALA090016	3	1,900	55,000
ALA	Hayward	State Hwy	I-880 Auxiliary lanes at Industrial	Hayward: Construct auxiliary lanes on I-880. NB between Industrial Pkwy and Alameda Creek and SB between Industrial Pkwy and Whipple Rd	Expansion	ALA090020	5	9,800	9,800
ALA	Hayward	State Hwy	I-880 NB and SB Auxiliary lanes	Hayward: NB and SB I-880 between West A and Winton. NB I-880 between A St and Paseo Grande.	Expansion	ALA090021	4	3,073	23,190
ALA	LAVTA	Transit	LAVTA Bus Rapid Transit (BRT) System	LAVTA: Provide Rapid bus services to the cities of Livermore, Dublin, Pleasanton and Eastern Alameda County.	Expansion	ALA070021	11		13,774
ALA	LAVTA	Transit	LAVTA: Preventive Maintenance	LAVTA: Preventive Maintenance Program for Agency Fleet.	Maint/Rehab	ALA030030	14	1,995	11,692
ALA	LAVTA	Transit	LAVTA Rideo Bus Restoration	LAVTA: Rehabilitate a 1960 GMC-vintage historic coach that was one of the last buses operated by the City of Livermore's Rideo bus system	Maint/Rehab	ALA110005	3		200
ALA	LAVTA	Transit	LAVTA - East Bay Radio Communication	LAVTA: Replace radio communication equipment to meet FTA narrow-banding mandate and join the East Bay Regional Communications System (EBRCS).	Maint/Rehab	ALA110095	2		640
ALA	LAVTA	Transit	LAVTA Capital Maintenance-Fuel	LAVTA has elected to program $128,132 of it's 2011 5307 apportionment to fuel costs.	Operations	ALA110096	2		160
ALA	LAVTA	Transit	LAVTA: ADA Paratransit Operating	LAVTA: ADA Paratransit Operating Subsidy	Operations	ALA990077	18	762	5,279
ALA	Livermore	Local Road	Livermore Village Plaza & Infrastructure	Livermore: Livermore Village site: Installation of a landscaped plaza and supporting infrastructure.	Expansion	ALA110037	4	3,250	3,550
ALA	Livermore	Local Road	Livermore TOD Study at I-580/SR84	In Livermore: Near I-580/SR84 I/C: Create a community based transit oriented development plan for local land uses and access improvements to complement a planned Phase 1 extension of the BART system to Livermore	SystMgmt	ALA110120	3	645	645
ALA	MTC	Local Road	SFOBB Gateway Park	SFOBB Gateway Park in Alameda County, in Oakland at the Oakland Touchdown of the new East Span of the Bay Bridge	Expansion	ALA110104	2	53,000	53,000
ALA	MTC	Local Road	Regional Planning Activities and PPM -	Alameda: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	SystMgmt	ALA090030	12	6,893	20,282
ALA	Newark	Local Road	Newark - Cedar Blvd and Jarvis Ave	In Newark: On Cedar Boulevard between Milani Avenue and Central Avenue and on Jarvis Avenue between the UPRR and Spruce Street: Pavement rehab.	Maint/Rehab	ALA110016	2		800
ALA	Newark	Local Road	Central Avenue Railroad Overpass at	Newark: On Central Avenue at the Union Pacific Railroad tracks; Construct grade separation. No new lanes.	SystMgmt	ALA010052	9	3,332	19,081

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Alameda County

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ALA	Oakland	Local Road	Oakland Coliseum TOD	Oakland: Adjacent to the Oakland Coliseum; Construct Pedestrian walkway and plaza to link residents of the adjacent TOD and Coliseum station.	Expansion	ALA070012	7		1,103
ALA	Oakland	Local Road	Oakland Waterfront Bay Trail	Oakland: From Jack London Square to 66th Avenue; Construct new segments of the Bay Trail.	Expansion	ALA070039	6	1,100	59,799
ALA	Oakland	Local Road	Oakland Bay Trail to Lake Merritt	Oakland: Over Embarcadero and UPRR tracks between Estuary park and Lake Merritt: Construct ADA accessible bicycle pedestrian bridge to link Bay Trail to Lake Merritt.	Expansion	ALA130003	1	2,000	2,000
ALA	Oakland	Local Road	Oakland 19th Street Uptown Bike	Oakland: Adjacent to 19th St BART: construct a street level bicycle station. (Safe Routes to Transit RM2 project. RM2#20.43)	Expansion	ALA130004	1	606	606
ALA	Oakland	Local Road	42nd Ave. & High St. I-880 Access	Oakland: Widening and re-alignment of local streets in the vicinity of the I-880/42nd & High interchange. Includes modified traffic signals and intersection improvements.	Expansion	ALA991081	12	9,736	17,526
ALA	Oakland	Local Road	Various Streets Resurfacing and	In Oakland. Various locations: Rehabilitate streets, install bikeway facilities, and upgrade curb ramps	Maint/Rehab	ALA110006	3		4,823
ALA	Oakland	Local Road	Oakland Foothill Blvd Streetscape	City of Oakland: Along Foothill Boulevard Coridor from Austin to 61st, and adjacent streets: This project encompasses public improvements which will include pedestrian amenities, pedestrian signals and traffic calming	SystMgmt	ALA110029	3		3,370
ALA	Oakland	Local Road	Lake Merritt Improvement Project	In Oakland: Adjacent to Lake Merritt: Reconfigure roadways and construct paths, walls, structures, lighting, parking and landscaping; no added capacity	SystMgmt	ALA110072	3	828	828
ALA	Oakland	Port-Rail	Oakland Army Base Infrastructure	In Oakland: the Oakland Army Base and the West Oakland Redevelopment Areas; Implementing Army Base Infrastructure Master Plan and completing West Oakland Specific Plan. Includes TCIF OHIT impl. by City of Oakland. For Port, see ALA090026	Expansion	ALA110046	2	205,241	215,280
ALA	Pleasanton	Local Road	Pleasanton - Foothill/I-580 IC Bike/Ped	In Pleasanton: Two segments of Foothill Road: install northbound and southbound bicycle lanes including realignment of two freeway ramps, installation of traffic signals, and roadway restriping.	Expansion	ALA110031	4	1,004	1,004
ALA	Pleasanton	State Hwy	PSR: SR 84 Widening from Pigeon Pass	Pleasanton: Supplemental Project Study Report for the widening of State Route 84 from Pigeon Pass to I-680.	Expansion	ALA090009	3	2,000	2,000
ALA	Pleasanton	State Hwy	I-680/Bernal Avenue interchange	Pleasanton: I-680 /Bernal Avenue Interchange improvements. Phased project with reconfiguration of SB ramp, widening of NB ramp	Expansion	ALA090010	3	3,000	4,000
ALA	Pleasanton	State Hwy	I-580 / Foothill Road interchange	Pleasanton: I-580/ Foothill Road. Reconfiguration of EB ramps including bike/pedestrian-related improvements	Expansion	ALA090013	3	3,750	3,750
ALA	Port of Oakland	Local Road	7th Street Grade Separation and	In Oakland:the 7th Street Grade Separation will separate truck traffic on 7th St from rail movements between expanded rail facilities at the Port and the rail mainline north of 7th St and existing rail facilities to the south. Multiple phases.	Expansion	ALA090027	4	2,000	220,504

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ALA	Port of Oakland	Port-Rail	California Inter-regional Rail	Port of Oakland: Study to determine the feasibility freight rail shuttle system between the Port and inland points in the Central Valley.	Expansion	ALA070054	6	984	984
ALA	Port of Oakland	Port-Rail	Outer Harbor Intermodal Terminals	In Oakland: OHIT, a proposed intermodal rail complex, will be located on the former Oakland Army Base and adjacent land. This listing only includes segments implemented by the Port of Oakland. For City of Oakland segments, see ALA110046.	Expansion	ALA090026	4	97,200	106,000
ALA	Port of Oakland	Port-Rail	Shore Power Initiative	Port of Oakland: Equip two international berths with shore power infrastructure, which is electrical infrastructure that enables a ship at dock (at-berth) to plug into the electrical grid. This allows the vessel operator to turn off the diesel engine.	SystMgmt	ALA110010	3		13,243
ALA	SJRC	Transit	ACE Track Improvements.	ACE: From Stockton to San Jose: Corridor improvements for signaling, grade crossing, track and other cost associated	Maint/Rehab	ALA010056	16		13,337
ALA	SJRC	Transit	ACE Signal System Rehabilitation	ACE: Rehabilitate the existing Signal System between Niles Junction and Lathrop on the UPRR alignment.	Maint/Rehab	ALA050043	7		4,579
ALA	SJRC	Transit	SJRC: Rebuild Diesel Locomotives	San Joaquin Rail Commission: 3 of our locomotives: complete an overhaul of the prime mover, replace head-end power generator-sets, perform body work, and repaint	Maint/Rehab	ALA090060	7	1,825	2,779
ALA	SJRC	Transit	ACE Preventative Maintenance	ACE Rail - Preventative maintenance activities for ACE service and associated equipment, functions, and facilities.	Maint/Rehab	ALA110099	3	1,267	3,202
ALA	SJRC	Transit	GPS Train Tracking & Reporting System	ACE: Alameda County ACE Stations: Install instant messaging systems	SystMgmt	ALA050067	6		506
ALA	San Leandro	Local Road	SR 185- E. 14th St/ Hesperian	San Leandro: 150th/E. 14th/Hesperian; construct NB left turn Ln from Hesperian to E.14th, EB left turn Ln from E.14th to 150th Av & SB Ln from Hesperian to 150th and other traffic circulation improvements.	Expansion	ALA050002	6	466	3,400
ALA	San Leandro	Local Road	San Leandro Downtown-BART	In San Leandro: Construct San Leandro Bl Streetscape from Williams St. to Davis St. including lane reduction, ped crossings, wayfinding, traffic signals, street lights and construct bike racks, ped crossings, wayfinding and bus shelter on E 14th Street.	SystMgmt	ALA110027	2		6,214
ALA	San Leandro	State Hwy	I-880/SR 112 Overcrossing	San Leandro: at the I-880/SR 112 (Davis St.); Replace overcrossing and widening roadway including interchange landscaping and bridge architectural features.	Expansion	ALA070014	9	5,039	5,589
ALA	San Leandro	State Hwy	I-880/Marina Blvd Interchange and	San Leandro: I-880/ Marina Blvd. Replace overcrossing and widening roadway plus ramp interchange reconfiguration, intersection improvements including interchange landscaping and bridge architectural features.	Expansion	ALA090012	4	24,400	25,900
ALA	Union C Transit	Transit	Union City: Replacement of One Transit	Union City Transit is replacing a vehicle that has reached the end of its useful life.	Maint/Rehab	ALA050062	6		317
ALA	Union C Transit	Transit	Union City Transit: Purchase Six (6)	Union City: Purchase Six (6) CNG Buses to replace 6 diesel buses.	Maint/Rehab	ALA070062	5		3,155

Report sorted by: County, Sponsor, System, Purpose, TIP ID *(All funding shown in thousands of dollars)*

Alameda County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
ALA	Union C Transit	Transit	Union City Transit: Replace Two 35'	Union City Transit: Replace two 35' Transit Buses with CNG low-floor buses.	Maint/Rehab	ALA090031	5		22
ALA	Union C Transit	Transit	Union City: Replacement of Four (4)	Union City Transit is replacing vehicles that have reached the end of their useful life.	Maint/Rehab	ALA090061	3		2,074
ALA	Union C Transit	Transit	Union City: Replacement of Two (2)	Union City Transit:Replace two (2) compressed natural gas (CNG) buses	Maint/Rehab	ALA110114	2	1,191	1,191
ALA	Union City	Local Road	Union City Blvd Corridor Bicycle Imp,	Union City: Union City Boulevard from Smith Street to 600-feet south of Alvarado Boulevard: widen existing pavement for both northbound and southbound directions. This will allow the installation of a Class II Bikeway.	Expansion	ALA110028	2		1,860
ALA	Union City	Transit	Union City Intermodal Station	Union City: Expand Union City BART Station to Complete Pedestrian Connection and Rail Station	Expansion	ALA090015	4	1,000	8,910
ALA	Union City	Transit	Union City Intermodal Station	Union City: Expand Union City BART Station to Complete Pedestrian Connection and Rail Station	Expansion	ALA990015	27		61,276
ALA	Union City	Transit	Union City BART East Plaza	In Union City: Union City Intermodal Station: Construction of the East Plaza and loop road within the emerging transit-oriented Station District adjacent to the Union City Intermodal Station.	SystMgmt	ALA110036	2		9,520
ALA	WETA	Transit	Central Bay Operations and	WETA: Construct a central bay operations and maintenance facility.	Expansion	ALA110001	7	35,050	38,175
Totals for Alameda County								1,496,828	10,900,549

Report sorted by: County, Sponsor, System, Purpose, TIP ID *(All funding shown in thousands of dollars)*

Contra Costa County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
CC	AC Transit	Transit	Richmond Prkwy Transit Center Parking	Richmond: Adjacent to I-80 at the Richmond Parkway Transit Center; Provide up to 800 parking spaces, improve transit facilities and improve bicycle/ped. access. (OLD TIP ID - CC-010028).	Expansion	CC-030001	12	16,150	18,800
CC	Antioch	Local Road	Antioch - Wilbur Ave Bridge Widening	HBP: Antioch: BRIDGE No. 28C0054, On Wilbur Ave., over BNSF, Amtrak, and UP RR, 0.25 Miles east of Minaker Drive; Widen from 2 to 4 lanes, rehabilitate bridge & upgrade bridge railings.	Expansion	CC-050002	14		15,220
CC	Antioch	Local Road	Somersville Road Widening	Antioch: On Somersville Road between James Donlon Blvd and CCWD canal south of Buchanan Rd; Widen divided roadway.	Expansion	CC-070004	5	700	10,700
CC	Antioch	Local Road	Hillcrest Ave Extension	Antioch: On Hillcrest Avenue between Prewett Ranch Rd and San Creek Road; Construct new 4 lane divided extension.	Expansion	CC-070005	4	350	2,350
CC	Antioch	Local Road	Sand Creek Road Extension	Antioch: On Sand Creek Road between Hillcrest and Deer Valley Road; Construct new 2 lane extension.	Expansion	CC-070006	4	350	2,350
CC	Antioch	Local Road	Antioch - Empire Road Widening	Antioch: On Empire Avenue between Lone Tree Way and UPRR/Antioch City limits; Widen from 2 to 4 lanes.	Expansion	CC-070007	4	1,500	1,500
CC	Antioch	Local Road	Laurel Road Extension	Antioch: On Laurel Road between Hillcrest and SR4 Bypass; Construct new 4 lane divided extension.	Expansion	CC-070008	5	950	5,950
CC	Antioch	Local Road	Slatten Ranch Road Extension - Lone	Antioch: On Slatten Ranch Road between Lone Tree Way and Laurel Road; Construct new 4 lane road.	Expansion	CC-070009	4	1,350	1,350
CC	Antioch	Local Road	Antioch - Wild Horse Road Extension	Antioch: On Wild Horse Road between Hillcrest and SR4 Bypass; Construct new 2 lane arterial.	Expansion	CC-070010	4	2,205	2,205
CC	Antioch	Local Road	Fitzuren Road Widening & Realignment	Replace the old 2-lane Fitzuren Road with a new 4-lane divided arterial including shoulders/bike lanes, park and ride, and sidewalks	Expansion	CC-090011	3	2,000	10,000
CC	Antioch	Local Road	Antioch Various Streets Pavement	In Antioch: On Hillcrest Avenue from Larkspur to Davison, Putnam from G to Genterytown Drive and Contra Loma Drive from Long view to James Donlon Drive: Pavement rehab	Maint/Rehab	CC-110011	2		2,414
CC	Antioch	State Hwy	Construct new interchange at Route	Antioch: Construct new interchange at the intersection of Route 4/Phillips Lane	Expansion	CC-090013	3	2,000	50,000
CC	BART	Local Road	Richmond Transit Village Transit & Ped	Richmond: Richmond Transit Village; Construct pedestrian path & transit improvements at Transit Village. (Project Sponsor is BART and Richmond). MTC Housing Incentive Program (HIP) project.	SystMgmt	CC-010021	12		1,150
CC	BART	Transit	Richmond BART Parking Structure	Richmond: Richmond BART station; Construct six (6) level parking structure and an additional 120 long-term parking spaces.	Expansion	CC-030003	11		29,547
CC	BART	Transit	E-BART - East Contra Costa Rail	Pittsburg/Antioch: East Contra Costa County; Extend Rail Service from the Pittsburg/Bay Point Station into eastern Contra Costa County	Expansion	CC-050025	8	167,000	459,911
CC	BART	Transit	eBART Railroad Avenue Station	Design and construction of station at Railroad Avenue for the eBART project	Expansion	CC-130002	1	18,500	18,500
CC	BART	Transit	BART Community Information	Contra Costa County: Multiple BART Stations: Wayfinding kiosks that provide destination maps at BART stations and other key locations.	SystMgmt	CC-090063	5		1,550

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Contra Costa County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
CC	BART	Transit	Walnut Creek BART TOD Access	Walnut Creek: In the vicinity of the Walnut Creek BART Station: construct public access improvements that are part of the proposed transit-oriented development	SystMgmt	CC-110082	3	9,150	9,150
CC	Brentwood	Local Road	SR4/Brentwood Boulevard Widening -	Brentwood: Widen SR4/Brentwood Boulevard from 2 to 4 lanes; Phase I: From Marsh Creek to Delta, including widening of bridge over Marsh Creek. traffic signal modifications, and utilities undergrounding.	Expansion	CC-070011	5	6,683	6,683
CC	Brentwood	Local Road	SR4 (Brentwood Boulevard) Widening	Brentwood: On SR4 (Brentwood Blvd) between Chestnut Street to Fir Streets; Widen from 2 to 4 lanes in each direction.	Expansion	CC-070012	6	4,500	4,653
CC	Brentwood	Local Road	Lone Tree Way Undercrossing	Brentwood: On Lone Tree Way at the UPRR track; Construct 6-lane grade separation undercrossing.	Expansion	CC-070013	5	14,624	18,753
CC	Brentwood	Local Road	Lone Tree Way Widening	Brentwood: On Lone Tree Way between O Hara Ave and SR4; Widen from 2 lanes to 4.	Expansion	CC-070014	5	1,705	15,515
CC	Brentwood	Local Road	Central Blvd Widening (Phase II)	Brentwood. On Central Blvd btw Griffith Ln and the intersection of Central and Dainty Ave; Widen bridge and roadway from 2 to 4 lanes.	Expansion	CC-070015	5	1,100	4,785
CC	Brentwood	Local Road	John Muir Parkway Extension (Phase I)	Extend and widen to 1 lane + 1 bike lane per direction from Foothill Dr. extension to Ventura Dr. and extend Foothill Dr. to new John Muir Pkwy (1 lane + 1 bike lane per direction).	Expansion	CC-070077	7	1,220	5,389
CC	Brentwood	Local Road	John Muir Parkway Extension: Ph. II	Extend John Muir Parkway northerly from Briones Valley Rd to a logical termini on Concord Avenue (1 lane + 1 bike lane per direction).	Expansion	CC-070078	7	2,418	6,996
CC	Brentwood	Local Road	Brentwood Blvd North Widening -	Widen Brentwood Boulevard from existing 2-lanes to 4-lanes; Phase II: between Sunset Rd and Lone Tree Way and Phase III: from Lone Tree Way to Delta Rd.	Expansion	CC-090021	3	2,695	12,025
CC	Brentwood	Local Road	Brentwood Area Schools Bike/Ped	Bentwood: Near three schools in the City of Brentwood: Improve pedestrian safety and access by providing safer crosswalk access across streets that serve three area schools	Expansion	CC-110052	4	492	492
CC	Brentwood	Local Road	Brentwood 2012 Pavement	Brentwood: Sellers Ave between Chestnut St and South City limit; Sand Creek Rd between UPRR and 1900' W of Fairview Ave and O'Hara Ave between Sand Creek Rd and 2nd St, and Lone Tree Way between Gann St and UPRR: Grind, overlay and upgrade of curb ramps	Maint/Rehab	CC-110009	2		1,342
CC	CC County	Local Road	Pacheco Blvd Widening and	Martinez: On Pacheco Blvd between Blum Rd and Arthur Road; Widen roadway to 2 lanes in each direction and realign. Project will be constructed in phases.	Expansion	CC-070018	4	1,600	16,170
CC	CC County	Local Road	Carquinez Scenic Drive, SF Bay Trail	On Carquinez Scenic Drive between Martinez and Port Costa: Repair and reconstruct 1.7 mile trail and construct a Class I multi-use bicycle/pedestrian trail.	Expansion	CC-070020	7		3,136
CC	CC County	Local Road	Kirker Pass Road NB Truck Climbing	Unincorporated Contra Costa County: On Kirker Pass Road; Construct north truck climbing lanes to improve traffic flow.	Expansion	CC-070075	4	5,600	10,200

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(All funding shown in thousands of dollars)

Contra Costa County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
CC	CC County	Local Road	Byron Hwy Extension	Byron: On Byron Highway between Bethel Island and Delta Road. Construct bridge over Rock Slough and extend road as a 4-lane facility (2 lanes in each direction).	Expansion	CC-070079	4	1,900	9,900
CC	CC County	Local Road	Byron Highway - Vasco Road	Construct an east-west connection road between Byron Highway and Vasco Road.	Expansion	CC-070081	4	950	4,650
CC	CC County	Local Road	Montalvin Manor Ped & Transit Access	Contra Costa County: Improve safety and accessibility to school by extending sidewalk up Kay Rd from San Pablo Ave to Rachel Rd and construct sidewalk, drainage improvements, bike lanes and bus shelters on San Pablo Ave from Shamrock Dr to Kay Rd	Expansion	CC-070087	8		2,359
CC	CC County	Local Road	North Richmond Truck Route Extension	Complete preliminary engineering, environmental review and initiate right-of-way acquisition for extension of Soto Street (two lane facility) from Market Avenue to Parr Blvd. Construction is planned for FY2015 and is not currently funded.	Expansion	CC-090003	3	1,800	19,900
CC	CC County	Local Road	Contra Costa Co. Camino Tassajara	Realign and widen Camino Tassajara Road from 2-lanes to 4-lanes, including paved shoulders for Class II bike lanes in both directions from Windemere Parkway to the Alameda/Contra Costa County line.	Expansion	CC-090022	3	1,300	14,300
CC	CC County	Local Road	Dougherty Road Widening	Dougherty Rd Widening from Bollinger Canyon Road (north) to Rancho Park Loop.	Expansion	CC-090024	3	3,600	33,600
CC	CC County	Local Road	Canal Road Bicycle and Pedestrian	CC County: Canal Rd from Bailey Rd to Loftus Rd: Construct east and west bound bike lanes and close sidewalk gaps (2,350 ft in total length) on the north side of Canal Rd, other improvements include curb ramps, speed feedback signs, and road striping	Expansion	CC-110084	2	1,846	1,846
CC	CC County	Local Road	Bailey Road Bike and Pedestrian	The project calls for undergrounding of overhead utilities, reconstruct sidewalk, installation of bike lanes, and landscaping for community enhancement and beautification. (We will be seeking additional future funding for each of the project phases)	Expansion	CC-130003	1	2,960	12,760
CC	CC County	Local Road	Contra Costa County Vasco Road Safety	Contra Costa County: Vasco Rd from Walnut Blvd to the Alameda/Contra Costa County line: Road improvements including concrete median, pavement widening as necessary and other straightening, including Brushy Creek area. Project is constructed in phases.	SystMgmt	CC-050030	14	1,100	33,529
CC	CC County	Local Road	Bailey Road-State Route 4 Interchange	In Bay Point: At the Bailey Road-State Route 4 interchange; modify ramps to improve bicycle and pedestrian circulation.	SystMgmt	CC-130001	1	1,774	8,914
CC	CCCTA	Transit	Pacheco Transit Hub	Pacheco Transit Hub: Construct Bus Transfer Station and expanded park and ride facility	Expansion	CC-050010	6	1,400	1,982
CC	CCCTA	Transit	CCCTA: Preventive Maintenance	CCCTA: Preventive maintenance program of agency fleet.	Maint/Rehab	CC-030034	13		19,549
CC	CCCTA	Transit	CCCTA - Replace 10 40' buses - Hybrid	CCCTA: Replace 10 2000 40' hybrid buses that have reached the end of their useful life.	Maint/Rehab	CC-110061	2		7,034
CC	CCCTA	Transit	CCCTA: Replace 4 LINK Vans	CCCTA: Replace 4 2004 cut-away vans	Maint/Rehab	CC-110062	2		465
CC	CCCTA	Transit	CCCTA: Replace 4 Minivans	CCCTA: Replace 4 2004 mini-vans used for paratransit operations.	Maint/Rehab	CC-110063	2		217

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Contra Costa County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
CC	CCCTA	Transit	CCCTA: Maintenance Facility	CCCTA Maintenance Facility: Replace and repair facility including replacement of in-ground and mobile lifts, door replacement, and maintenance exhaust system upgrade.	Maint/Rehab	CC-110064	2		600
CC	CCCTA	Transit	CCCTA: Inventory Asset Management	CCCTA: Update the asset management software.	Maint/Rehab	CC-110065	2		375
CC	CCCTA	Transit	Replace Diesel Trolleys with Electric	CCCTA: Replace four diesel trolleys with electric trolleys and install the associated infrastructure	Maint/Rehab	CC-110083	2	5,400	5,400
CC	CCCTA	Transit	CCCTA: Replace 7 30' Buses	CCCTA:Replace 7 30' buses that have reached the end of their useful life.	Maint/Rehab	CC-110095	3	3,550	3,550
CC	CCCTA	Transit	CCCTA - Replace 6 22' Paratransit Vans	CCCTA: Replace 6 paratransit vans that have reached the end of their useful life	Maint/Rehab	CC-110096	2	502	502
CC	CCCTA	Transit	CCCTA - Replace 4 Paratransit	CCCTA: Replaces 4 paratransit minivans.	Maint/Rehab	CC-110097	2	225	225
CC	CCCTA	Transit	CCCTA - Purchase and Install 40 Elec.	CCCTA: Purchase 40 electric cooling fans and install them on diesel buses currently in the fleet.	Maint/Rehab	CC-110098	2	400	400
CC	CCCTA	Transit	CCCTA - Replace 15 40' Buses	CCCTA: replace 15 40' Heavy Duty Diesel Transit Buses.	Maint/Rehab	CC-110099	2	8,223	8,223
CC	CCCTA	Transit	CCCTA - Replace 18 40' Buses	CCCTA: Replace 18 40' Heavy Duty Diesel Over the Road Buses that have reached the end of their useful life.	Maint/Rehab	CC-110100	3	11,485	11,485
CC	CCCTA	Transit	CCCTA: ADA Paratransit Assistance	CCCTA: ADA Paratransit Assistance to transit agency.	Operations	CC-99T001	17	1,680	11,897
CC	CCTA	Local Road	Mokelumne Trail Bike/Ped	Brentwood: Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at State Route 4 in Brentwood.	Expansion	CC-070067	6	6,100	6,100
CC	CCTA	State Hwy	I-680 / SR 4 I/C Reconstruction -	At I-680/SR4: Reconstruct I-680/SR4 I/C, provide 2 lane direct connector from NB 680 to WB SR4 w/slip ramps at Pacheco Blvd, 2 lane direct EB SR4 to SB I-680, and widen SR4 in the vicinity of the I/C by one lane/ direction. Env Doc covers all phases.	Expansion	CC-010023	11	22,337	425,346
CC	CCTA	State Hwy	I-680 Auxiliary Lanes	Danville: I-680 between Crow Canyon Road and Sycamore Valley Rd.; Construct Auxiliary Lanes in both directions.	Expansion	CC-030005	10	30,216	34,000
CC	CCTA	State Hwy	SR 4 East Widening from Somersville to	Expand SR4 from Somersville to SR160; Expand Hwy from 4 to 8 lanes including a wide median for transit from Somersville to Hillcrest and from 4 to 6 lanes from Hillcrest to SR 160. Project includes construction of 6 interchanges & under/over crossings.	Expansion	CC-030028	14	20,492	384,802
CC	CCTA	State Hwy	I-680 SB HOV Lane Gap Closure	Construct a HOV lane from North Main Street to Livorna in the southbound direction.	Expansion	CC-050028	8	8,057	100,000
CC	CCTA	State Hwy	I-680 NB HOV Lane Extension	Walnut Creek/Pleasant Hill/Concord: On I-680 between Main St and SR242; Extend Northbound HOV lanes.	Expansion	CC-070022	6	6,000	48,000
CC	CCTA	State Hwy	SR4 Bypass: Laurel Rd to Sand Creek	Brentwood: SR4 Bypass from Laurel Road to Sand Creek Road; Widen from 2 lanes to 4 lanes.	Expansion	CC-070049	7		16,600
CC	CCTA	State Hwy	SR4: Balfour Road Interchange	Brentwood: Balfour Road/SR4; Construct new interchange.	Expansion	CC-070053	5	46,400	46,400
CC	CCTA	State Hwy	SR4 /SR160 Interchange and	Oakley: SR 160 at SR 4; Construct direct connectors; SB160 to EB 4 and WB 4 to NB 160.	Expansion	CC-070054	5	45,000	50,100
CC	CCTA	State Hwy	SR4 Bypass: Sand Creek Interchange	Brentwood: Sand Creek Rd at SR4 Bypass; Construct interchange.	Expansion	CC-070057	6		24,800

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Contra Costa County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
CC	CCTA	State Hwy	SR 239 - New State Highway Study	SR 239 between SR4 in Brentwood and I-205 in Tracy: Conduct environmental and design studies to create a new alignment for SR239 and develop corridor improvements from Brentwood to Tracy.	Expansion	CC-110066	3	16,244	29,244
CC	Caltrans	Port-Rail	Richmond Rail Connector	Construct an at-grade rail connection between BNSF's Stockton Subdivision and UP's Martinez Subdivision north of Richmond, in San Pablo. It is a phased project	Expansion	CC-090032	7	21,370	24,320
CC	Caltrans	State Hwy	SR 24 - Caldecott Tunnel 4th Bore	Orinda/Oakland: Caldecott Tunnel SR 24; Develop and construct a 2-lane bore north of the existing tunnels. The scope is inclusive of Caltrans EAs: 294901, 294911, 29421, 29431 and 29494	Expansion	CC-010002	18	5,200	420,346
CC	Caltrans	Transit	Double rail track btw Oakley & Port	CC County: Double the existing rail track between Oakley and Port Chicago by constructing second main track, crossovers, and related track and signal work.	Expansion	CC-090010	4		28,071
CC	Caltrans	Transit	Oakley to Port Chicago, Track Seg. 3,	Oakley to Port Chicago, Track Seg. 3, Phase 2	Maint/Rehab	CC-110081	2	20,500	20,500
CC	Concord	Local Road	Commerce Avenue Extension	Concord: Commerce Avenue over Pine Creek to Waterworld Parkway; Extend roadway.	Expansion	CC-070026	5	6,114	7,748
CC	Concord	Local Road	Waterworld Parkway Extension and New	Concord: Waterworld Parkway between Commerce Avenue and Meridian Park Boulevard; Construct a two-lane bridge over Walnut Creek connecting both roadways.	Expansion	CC-070027	5	2,000	7,748
CC	Concord	Local Road	Panoramic Drive Extension	Concord: On Panoramic Drive from North Concord/Martinez BART Station to Willow Pass Road; Construct a two-lane roadway and Class I trail.	Expansion	CC-070028	4	2,000	10,497
CC	Concord	Local Road	Ygnacio Valley/Kirker Pass Roads	Concord: Ygnacio Valley / Kirker Pass Roads from Michigan Boulevard to Cowell Road: widen from 4 lanes to 6 lanes	Expansion	CC-090026	3	1,800	8,172
CC	Concord	Local Road	Monument Corridor Pedestrian and	In Concord: Construct 12-foot wide, asphalt-paved Class I Bikeway from the Monument Blvd/Mohr Ln intersection to Victory Ln at Linden Dr, then continues across Victory Ln until Mayette Ave; including Signage and striping on these and adjacent streets.	Expansion	CC-090067	5	1,082	1,270
CC	Concord	Local Road	Concord Monument Corridor Shared	In Concord: Parallel to SR242 from Mayette Avenue/May Court to Meadow Lane: Construct a ½ mile shared use trail. The trail will be an alternate route for pedestrians and bicyclists traveling along Monument Boulevard, a major arterial.	Expansion	CC-110019	2		872
CC	Concord	Local Road	Concord Blvd Pavement Rehabilitation	Concord: on Concord Boulevard from Sixth Street to Bailey Road: Grind and replace the top 2.50 inches of asphalt concrete. Two recent sidewalk projects from Sixth Street to Sattler Drive have installed a portion of necessary ADA improvements.	Maint/Rehab	CC-110010	2		2,687
CC	Concord	Local Road	Concord Clayton Road/Treat Blvd	Concord: Clayton Rd and Treat Blvd: Constructing geometric improvements and upgrade traffic signal to improve operational efficiency and increase capacity	SystMgmt	CC-090023	3	2,100	2,680
CC	Concord	State Hwy	SR 242 / Clayton Road Interchange	Concord. Construct NB on-ramp and SB off-ramp at the SR242/Clayton Rd Interchange	Expansion	CC-070024	4	4,800	31,000

Metropolitan Transportation Commission

TIP Project Listing by County

2013 TIP: FY12/13 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Contra Costa County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
CC	Concord	State Hwy	SR4/Willow Pass Interchange	Concord. SR4/Willow Pass Rd. interchange improvements to accommodate traffic generated by the development of the Naval Weapons Station.	Expansion	CC-070025	4	3,000	33,000
CC	Danville	Local Road	Crow Canyon/Camino Tassajara	Danville: Camino Tassajara, fr Sycamore Valley Rd to Eastern Town limits & Crow Canyon, fr Camino Tassajara to Southern town limits: pavement rehab incl. signal, drainage, spot Sidewalk, curb/gutter & improv. for ped/bike. Project will be done in phases.	Maint/Rehab	CC-050075	11	1,433	6,130
CC	Danville	Local Road	Diablo Road Imps. - Green Valley to	On Diablo Road: add EB left turn pocket at Clydesdale Dr; drainage improvements; replacement of 1300 LF retaining wall between Green Valley Rd and Clydesdale Dr; overlay; replace guardrail.	Maint/Rehab	CC-090001	3	3,500	4,160
CC	Danville	Local Road	San Ramon Valley Street Smarts SR2S	In various Contra Costa jurisdictions: Provide traffic safety education to students in grades K-12, better equipping them to make sound decisions when walking or bicycling to school. Deliver campaigns encouraging students to walk or bike to school.	SystMgmt	CC-110050	2		413
CC	Danville	Transit	San Ramon Valley Bus Program	In San Ramon Valley: Operate a school bus program starting in FY 2010 in the peak hours to relieve congestion near schools in the San Ramon and Danville area	Operations	CC-090004	3	4,000	8,000
CC	EB Reg Park Dis	Local Road	Atlas Road - New Bridge and Roadway	Richmond. Point Pinole Regional Shoreline; Extend Atlas road and construct new 2 lane road bridge with a separated ped/bike trail across UPRR tracks.	Expansion	CC-070063	5		2,152
CC	EB Reg Park Dis	Land/Trail	Conta Costa Parks Bike/Ped Trail	Contra Costa County: Various County Parks; Various bicycle and pedestrian trail improvements.	Maint/Rehab	CC-070033	7	35	950
CC	ECCTA	Transit	Tri-Delta: Park and Ride Facility Land	Antioch: southeast corner of Delta Fair Blvd and Standard Oil Ave: Purchase & develop land for park and ride facility.	Expansion	CC-050029	10		1,776
CC	ECCTA	Transit	Tri Delta Transit Park and Ride Lots	ECCTA: Brentwood; Purchase land for park-and-ride intermodal facility to support E-BART and Express bus networks.	Expansion	CC-090036	3	10	817
CC	ECCTA	Transit	ECCTA: Preventive Maintenance	TriDelta: Preventive Maintenance Program for agency fleet.	Maint/Rehab	CC-030037	13	402	3,439
CC	ECCTA	Transit	ECCTA: Transit Bus Replacements	Tri-Delta Transit: Replace 42 transit bus with similar buses.	Maint/Rehab	CC-070092	10	15,208	40,110
CC	ECCTA	Transit	Tri-Delta: ADA Operating Assistance	Tridelta: Operating assistance to fund ADA Set Aside requirement.	Operations	CC-030035	12	1,316	6,343
CC	ECCTA	Transit	ECCTA - Capital Maintenance-Fuel	ECCTA - Fuel costs as capital maintenance costs	Operations	CC-110080	2		348
CC	ECCTA	Transit	Tri-Delta: Install Clipper Fareboxes	Tri Delta Transit: Clipper Compatible fare boxes for new buses	SystMgmt	CC-090039	6		254
CC	El Cerrito	Local Road	Del Norte Area TOD Bike/Ped/Transit	Del Norte Intermodal Station: Transit Oriented Development and access improvements (transit connections include BART, bus, express bus, bicycle, and pedestrian).	SystMgmt	CC-070046	7	2,500	7,375
CC	El Cerrito	Local Road	San Pablo Avenue Streetscape	El Cerrito: Along San Pablo Avenue (SR 123) from the Southern City limit to Northern City limit; Development of pedestrian, transit stop, and streetscape improvements (TLC).	SystMgmt	CC-070074	10	3,806	4,516
CC	El Cerrito	Local Road	Moeser & Ashbury Ped/Bike Corridor	El Cerrito: Ashbury Ave: construct new sidewalk, Class II and III bikeways, and intersection improvements; Moeser Lane: construct new sidewalk, Class II and III bikeways and retaining wall	SystMgmt	CC-090066	6	78	1,095

Report sorted by: County, Sponsor, System, Purpose, TIP ID *(All funding shown in thousands of dollars)*

Contra Costa County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
CC	El Cerrito	Local Road	El Cerito Central Ave & Liberty St	El Cerrito: On Central Ave, San Pablo Av to the Ohlone Greenway Trail & Plaza BART Sta, and on Liberty St, Central Ave to Fairmount Ave. Streetscape Improvements	SystMgmt	CC-110005	3	160	1,186
CC	Hercules	Local Road	Refugio Bridge - Bike, Ped & Vehicle	As an element of the Hercules Intermodal Transit Center, Refugio (aka Bayfront) Bridge will create a bike/ped link to the Hercules Intermodal Transit Center & addit. access from Bayfront Blvd & John Muir Pkwy.	Expansion	CC-070086	4	8,731	8,741
CC	Hercules	Local Road	Central Hercules Arterial Improvements	Central Hercules: Arterial Improvements including roadway expansion and various other improvements for express bus and rail transit facilities. Project will increase capacity and improve context sensitivity.	Expansion	CC-090008	3	500	2,736
CC	Hercules	Local Road	Hercules (Bio-Rad) Bay Trail	As an element of the Hercules Intermodal Transit Center, construct 0.53-miles of SF Bay Trail in Hercules behind Bio-Rad facility at the end of Alfred Nobel Drive. the project will require the construction of retaining wall and culvert.	Expansion	CC-090065	4	4,045	4,612
CC	Hercules	Local Road	Hercules New Town Center Complete	Hercules: Build pedestrian and bike facilities including landscaping, lighting, and other streetscape enhancements; Eastward from the existing pair of SR-4 freeway ramps to and including a new roundabout intersection at Palm Avenue.	SystMgmt	CC-110015	4		6,035
CC	Hercules	State Hwy	SR4/Willow Avenue Ramps	Hercules: SR4/Willow Avenue Ramps; Relocate and realign ramps.	SystMgmt	CC-070051	5	800	21,016
CC	Hercules	Transit	Hercules Intercity Rail Station - Phase 1	Rail Station Site & Access: Construct platform, realign tracks, construct necessary infrastructure like: creek realignment, utility relocation, retaining walls, transit loop & related bridges.	Expansion	CC-030002	13	8,800	18,682
CC	Hercules	Transit	Construct Phase 2 of Hercules	Hercules: Construction of Hercules Intermodal Station Phase 2 - Station Building, Pedestrian Bridge to platform, Transit Loop and Related Bridges, Track and Signal work, Surface Parking. Project will be completed in Phases as funding become available.	Expansion	CC-090009	5	8,000	47,390
CC	Lafayette	Local Road	Lafayette - Pleasant Hill Road South	Lafayette: Both sides of Pleasant Hill Road between Condit Road and Olympic Blvd: Construct multi-purpose pathways and bike lanes by narrowing the travel lanes.	Expansion	CC-090064	6		1,295
CC	Lafayette	Local Road	Lafayette Downtown Bike/Ped Imp &	Downtown Lafayette: Mt. Diablo Blvd. from Oak Hill Rd. to Mtn. View Dr., including Happy Valley Rd. Renovate/widen SW; install bike racks, enhanced crosswalks, curb bulbs, ped. scale lights, streetscape, striping & signs. Project is phased.	SystMgmt	CC-110006	5		2,301
CC	MTC	Local Road	Regional Planning Activities and PPM -	Contra Costa: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	SystMgmt	CC-090035	11	3,437	12,209
CC	MTC	Local Road	Local PDA Planning - Contra Costa	Contra Costa County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	SystMgmt	CC-110101	2	3,101	3,101

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Contra Costa County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
CC	Martinez	Local Road	Martinez - Court Street Overcrossing,	Construct a 19-foot wide bicycle, pedestrian, and emergency vehicle Overcrossing to span DiMaggio Drive, the four tracks of UPRR and Marina Vista to connect North Court St. in the Waterfront Park, with Court St. at Escobar St.	Expansion	CC-090005	4	1,455	9,700
CC	Martinez	Local Road	Martinez - Marina Vista Streetscape	Martinez: On Marina Vista Ave; Add bicycle lane, pedestrian crossings, bulbouts, brick sidewalks, pedestrian scale streetlights and street trees (TLC).	SystMgmt	CC-070085	8		3,259
CC	Martinez	State Hwy	I-680/Marina Vista I/C Improvements	Martinez: I-680/Marina Vista I/C; Improvements including realignment of off-ramp, increased deceleration/acceleration distance for existing NB/SB traffic plus Bike/Ped facilities.	Expansion	CC-070038	5	2,000	7,896
CC	Martinez	Transit	Martinez Intermodal Station Parking	Expand parking at the Martinez Intermodal Station from 175 spaces to 600 spaces. Project includes adding a pedestrian and a vehicular bridge to access the parking lot.	Expansion	CC-030004	6	9,100	20,000
CC	Moraga	Local Road	Moraga Way Streetscape	Moraga: Streetscape and safety improvements; sidewalk gap closures, safety enhancements, bus shelters, lighting, street tree planting and street furniture (including bike racks) on Moraga Way bet. Moraga Rd and Camino Ricardo.	SystMgmt	CC-110055	3		640
CC	Oakley	Local Road	Main Street Widening	In Oakley: Widen Main Street to 6 lanes from State Route 160 to Big Break Road	Expansion	CC-090015	3	3,130	12,630
CC	Oakley	State Hwy	SR4 Realignment in Oakley	Oakley: West of Vintage Parkway to Main ST/2nd St.; Realign and widen a half-mile from 2 to 4 lanes including traffic signals.	Expansion	CC-070065	6	2,246	10,498
CC	Orinda	Local Road	Moraga Way Pedestrian Pathway	In Orinda: on Moraga Way between Ivy Drive south and El Camino Moraga, construct pedestrian pathway and improve crosswalks.	Expansion	CC-110048	2		258
CC	Pinole	State Hwy	Widen Pinole Valley Road ramps at I-80	Pinole: Pinole Valley Road ramps at I-80: Widen to provide dedicated right turn lane on eastbound on-ramp and bus turnout/shelter on westbound on-ramp	Expansion	CC-090017	3	787	787
CC	Pittsburg	Local Road	California Avenue Widening	Pittsburg: On California Avenue between Loveridge Road and Railroad Avenue; Widening from 2 to 4 lanes.	Expansion	CC-070041	4	900	13,400
CC	Pittsburg	Local Road	West Leland Extension, Phase II	Pittsburg: On Leland Road from San Marco Blvd. to Willow Pass Rd.; Extend roadway.	Expansion	CC-070043	4	1,800	11,600
CC	Pittsburg	Local Road	Pittsburg-Antioch Highway Widening	Pittsburg: Pittsburg-Antioch Highway from Somersville Rd to Loveridge Rd; Widen from 2 to 4 lanes with turning lanes.	Expansion	CC-070044	4	690	4,990
CC	Pittsburg	Local Road	James Donlon Extension (Buchanan Rd	Pittsburg: James Donlon Blvd from Ventura Dr. to Kirker Pass Road; Construct 2 lane roadway.	Expansion	CC-070045	4	4,400	33,500
CC	Pittsburg	Local Road	Pittsburg N. Parkside Dr. Bike Lanes	Pittsburg: North Parkside Drive, from Railroad Avenue to Range Road, and Willow Pass Road, from Range Road to Loftus Road/Seasons Drive: Widen to add bike lanes and sidewalks.	Expansion	CC-110017	2		1,151
CC	Pittsburg	Local Road	Pittsburg Railroad Avenue Pavement	In Pittsburg: On Railroad Ave from Linscheid Dr. to the southern City limit, pavement rehab, upgrade of curb ramps, replacement of pavement markings and traffic loops, adjustment of manholes and valve boxes and other utilities.	Maint/Rehab	CC-110012	2		1,230

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Contra Costa County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
CC	Pittsburg	Local Road	Bailey Road Transit Access	Pittsburg: Bailey Road/BART/Maylard Road area; Pedestrian crossing improvements to BART station including sidewalk widening, security lighting.	SystMgmt	CC-070084	6		2,198
CC	Pleasant Hill	Local Road	Pleasant Hill - Buskirk Avenue	Widen Buskirk Avenue from Monument Boulevard to Hookston Road. Install new traffic signal at the intersection of Buskirk Avenue/Clarie Drive and Buskirk Avenue/southern entrance to Crossroads Shopping Center. Realign Buskirk Avenue and Hookston Road.	Expansion	CC-090002	3	6,600	11,000
CC	Pleasant Hill	Local Road	Lisa Lane Sidewalk Project	In Pleasant Hill: Lisa Ln between Marcia Dr. and Fair Oaks Elementary School: Construct new concrete sidewalk along the north side of Lisa Lane, as well as new Class II bike lanes along both sides of Lisa Lane	Expansion	CC-110051	3		721
CC	Pleasant Hill	Local Road	Central-East County SR2S Program	In various jurisdictions in Central-East Contra Costa County: SR2S outreach and education program	SystMgmt	CC-110049	2		819
CC	Richmond	Local Road	Griffin Drive Railroad At-Grade	Richmond/San Pablo: RR crossings at Griffin and John Avenue; Replace grade separation & expand from 2 to 4 lanes with a protected ped/bike path & protected crossing/updated warning signs.	Expansion	CC-070047	6	1,600	2,500
CC	Richmond	Local Road	Marina Bay Parkway Grade Separation	Richmond: Marina Bay Parkway between Regatta Boulevard and Meeker Avenue: construct a roadway undercrossing in place of an existing grade crossing	Expansion	CC-090018	3	29,867	36,925
CC	Richmond	Local Road	Richmond Barrett Avenue Bicycle Lanes	In Richmond: On Barrett Avenue between Garrard Boulevard and San Pablo Avenue: construct a class II and III bicycle facility along both sides of Barrett Avenue.	Expansion	CC-110018	2		764
CC	Richmond	Local Road	Dornan Drive/Garrard Blvd Tunnel	Richmond: Dornan Drive/Garrard Blvd tunnel 1/4 mile south of Cutting Blvd; Repair tunnel and install post-construction monitoring system.	Maint/Rehab	CC-030011	10		1,196
CC	Richmond	Local Road	Easy Go Richmond	In Richmond, expand Easy Go KIDS CAB and Bicycle Program using STP/CMAQ funds	Operations	CC-110102	2	254	254
CC	Richmond	Local Road	Richmond Transit Village: Nevin Imps	On Nevin Ave bet 19th St and the BART Station, ped and bicycle street enhancements incl reconstruction of east entrance to the BART station, wide sidewalk, curb ramps, enhanced crosswalks, lighting, signage, trees, stairway, elevator and pedestrian plaza.	SystMgmt	CC-110007	5	2,152	2,422
CC	Richmond	Local Road	Richmond Transit Village: Nevin Imps	Richmond: On Nevin Ave bet 19th and 27th Streets, ped/bicycle improvements, traffic circle, lighting, curb ramps, upgrades to traffic signals, signage	SystMgmt	CC-110016	5	6,476	7,076
CC	Richmond	Local Road	SR2S - Nystrom,Coronado,Highland,	In Richmond: In the vicinities of Nystrom, Coronado, Highland, Wilson, and Washington Elementary Schools: Implement engineering changes to pedestrian and bicycle routes to enhance the safety of students walking to and from these schools.	SystMgmt	CC-110031	2		976

Metropolitan Transportation Commission

TIP Project Listing by County

2013 TIP: FY12/13 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Contra Costa County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
CC	Richmond	State Hwy	I-80/Central Avenue Interchange	At I-80/Central Ave; Modifications and reconfiguration to interchange (Ph 1, federal funded) and connecting Pierce & San Mateo streets south of Central Ave. (Ph 2, local funded) plus some traffic improvements on Central Ave to ease traffic congestion.	Expansion	CC-050076	7	3,074	21,019
CC	San Pablo	Local Road	El Portal Drive Rehabilitation / Gateway	El Portal Drive from Road 20 to Gateway section, pavement resurfacing, streetscape and median reconstruction, intersection improvements, traffic signal interconnect, and elimination of an uncontrolled single lane feeder from Road 20 onto El Portal Drive.	Maint/Rehab	CC-110001	2	1,920	1,920
CC	San Pablo	State Hwy	Reconstruct I-80/San Pablo Dam Rd	San Pablo: At the I-80/San Pablo Dam Rd interchange and adjacent interchanges; Upgrade and improve interchange including provisions for bicyclists and pedestrians. Project will be contructed in multiple phases.	Expansion	CC-070035	7	23,400	113,450
CC	San Ramon	Local Road	Bollinger Canyon Road Widening	Widen Bollinger Canyon Road between Alcosta Blvd and San Ramon Valley Blvd from six to eight lanes	Expansion	CC-090019	3	8,856	10,613
CC	San Ramon	State Hwy	I-680 Direct Access Ramps	San Ramon: I-680/Norris Canyon or Executive Parkway; Construct Carpool and bus on-and off-ramps; additionally reconstruct overcrossing and widen median	Expansion	CC-070036	5	8,300	101,600
CC	St. Rte. 4 BA	State Hwy	SR4 Bypass: Sand Creek to Balfour Rd	Brentwood: SR4 Bypass between Sand Creek Rd & Balfour Rd.; Widen from 2 lanes to 4 lanes.	Expansion	CC-070048	6	12,100	12,400
CC	WCCTA	Transit	WCCTA: Preventive Maintenance	WestCat: Operating assistance to aid agency with preventive maintenance activities of its fleet.	Maint/Rehab	CC-030025	11		2,045
CC	WCCTA	Transit	WCCTA: Replace (5) 1999 35' Revenue	WCCTA: Replace (5) 35' vehicles with (5) new 35' low floor vehicles	Maint/Rehab	CC-110057	2		2,329
CC	WCCTA	Transit	WCCTA: Purchase of non revenue	WCCTA: Purchase of non revenue service vehicle for Operations staff	Maint/Rehab	CC-110058	2		40
CC	WCCTA	Transit	WCCTA Replace (8)1988 40' transit	WCCTA: Replace (8) 1988 40' vehicles with new 40' low floor Gillig vehicles.	Maint/Rehab	CC-110092	3	4,380	4,380
CC	WCCTA	Transit	WCCTA: Replace (1) 2003 40' transit	WCCTA - Replace (1) 2003 40' Gillig phantom with a 40' Gillig low floor diesel vehicle	Maint/Rehab	CC-110093	2	548	548
CC	WCCTA	Transit	WCCTA - Replace (1) 40 foot diesel	WCCTA: Replace (1) 40' (2003) vehicle with (1) 45' over the road coach	Maint/Rehab	CC-110094	2	688	688
CC	WCCTA	Transit	WCCTA: ADA Paratransit Operating	WCCTA: ADA Paratransit Operating Subsidy	Operations	CC-990045	18	272	1,458
CC	WCCTA	Transit	Hercules Intermodal Station	Hercules: Intermodal Station along the capitol corridor: Various passenger and station improvements.	SystMgmt	CC-050074	6		1,614
CC	WETA	Transit	Richmond Ferry Service	WETA: Implement new ferry transit service between Richmond and San Francisco.	Expansion	CC-070062	7	39,050	42,362
CC	WETA	Transit	Martinez Ferry Service	WETA: Martinez: Implement ferry transit service between Martinez and San Francisco.	Expansion	CC-110002	2		812
CC	WETA	Transit	Antioch Ferry Service	WETA: Antioch: Implement ferry transit service between Antioch and San Francisco. Keep project in the TIP for future use.	Expansion	CC-110003	2		812

Report sorted by: County, Sponsor, System, Purpose, TIP ID *(All funding shown in thousands of dollars)*

Contra Costa County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
CC	Walnut Creek	Local Road	Pleasant Hill Geary Road Widening	Walnut Creek: Improve Geary Road from Putnam Blvd to Pleasant Hill Rd.; Provide one lane in each direction, center two way left turn lane, bike lanes and sidewalks, and signal improvement at Pleasant Hill Road.	Expansion	CC-070050	4	7,950	7,950
CC	Walnut Creek	Local Road	Walnut Creek Various Arterials &	In Walnut Creek: On San Luis Rd(Larkey to Main), Montego(Ygnacio Valley to Tampico), California Blvd(Mt. Diablo to Botelho), California Blvd (Ygnacio Valley to Pringle) and Newell Ave(Main to Broadway); Provide HMA paving, restore sidewalks and striping.	Maint/Rehab	CC-110013	4		2,103
Totals for Contra Costa County								839,609	3,470,468

Metropolitan Transportation Commission

TIP Project Listing by County

2013 TIP: FY12/13 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Marin County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
MRN	Caltrans	State Hwy	US-101 Mission Bell Installation	Install historic Mission Bells on US-101 in Marin and Sonoma Counties.	Other	MRN110003	2		241
MRN	Caltrans	State Hwy	US 101 - Golden Gate Botanical Area	Golden Gate Botanical Management Area: along US 101 from Golden Gate Bridge to Rodeo Ave; Native plant revegetation.	SystMgmt	MRN050012	7		595
MRN	FHWA	Local Road	Stinson Beach Access Road	Marin County: Stinson Beach; Rehabilitate entry road and North and Central parking area.	Maint/Rehab	MRN050020	5		2,803
MRN	Fairfax	Local Road	Fairfax - Non-motorized Transp. Pilot	Fairfax: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	Expansion	MRN070014	6	65	314
MRN	GGBHTD	Tollway	Golden Gate Bridge Seismic Retrofit,	SF/Marin County: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction of suspension span, south pier and fender.	Maint/Rehab	MRN050018	14	105,252	142,752
MRN	GGBHTD	Tollway	Golden Gate Bridge Seismic Retrofit, Ph:	San Francisco /Marin Counties: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction on north and south approach viaducts, and Ft. Point Arch.	Maint/Rehab	MRN970016	22		274,357
MRN	GGBHTD	Tollway	Golden Gate Bridge - Suicide Deterrent	Golden Gate Bridge: Build suicide deterrent system. Including design & Environmental analysis, plus analysis of alternatives & wind tunnel tests to ensure the feasibility of designs and build deterrent system	SystMgmt	MRN050019	8		7,000
MRN	GGBHTD	Transit	Larkspur Ferry Terminal Parking Garage	In Larkspur: The Golden Gate Bridge Highway and Transportation District (GGBH&TD) is proposing to construct a new three story parking structure to be located at its Larkspur Ferry Terminal (LFT)	Expansion	MRN130001	1	500	4,000
MRN	GGBHTD	Transit	ACIS Radio Communications System	GGBHTD: Replace radio communications system on agency's bus fleet.	Maint/Rehab	MRN010035	15	2,445	20,682
MRN	GGBHTD	Transit	GGBHTD: Fixed Guideway Connectors	Golden Gate Ferry: This project will replace/rehab fixed guideway connectors such as floats, floating barges, ramps, and gangways throughout the system.	Maint/Rehab	MRN030010	15		33,296
MRN	GGBHTD	Transit	GGBHTD: Ferry Major Components	Golden Gate Ferry: Rehab, replace major ferry components like propulsion & navigation systems, dry-dock, hull, interior and other components.	Maint/Rehab	MRN030011	16		14,011
MRN	GGBHTD	Transit	4 Replacement Express Buses	GGBHTD: Replace 4 Express Buses.	Maint/Rehab	MRN050015	6	1,600	1,600
MRN	GGBHTD	Transit	GGBHTD: Facilities Rehabilitation	GGBHTD: Rehabilitate agency's maintenance and operating facilities and replace heavy duty operating and maintenance equipment.	Maint/Rehab	MRN050025	11	3,000	14,582
MRN	GGBHTD	Transit	GGBHTD: Replacement of Ferry	Golden Gate Transit: Replacement of power distribution systems, propellers, engines and generators for Golden Gate Ferry vessels.	Maint/Rehab	MRN090025	11	1,825	3,900
MRN	GGBHTD	Transit	GGBHTD: Replace 30 - 1997 45' MCI	GGBHTD: Replace 30 - 1997 45' MCI Buses at the end of their useful life. Buses no. 601-630.	Maint/Rehab	MRN090034	4	19,081	19,081
MRN	GGBHTD	Transit	GGBHTD: Replace 7 - 2005 Paratransit	GGBHTD: Replace 7 - 2005 cutaway paratransit vans that have reached the end of their useful life with 7 cutaways. Vans to be replaced: unit nos. 60-66.	Maint/Rehab	MRN090035	4	557	557

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Marin County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
MRN	GGBHTD	Transit	GGBHTD: Bus Stop Improvements	GGBHTD: Upgrade GGBHTD bus stops with standard signs, schedules, information cases, system maps, red curbs, route information, benches, etc.	Maint/Rehab	MRN090036	3		1,478
MRN	GGBHTD	Transit	GGBHTD - Replace 2 - 1998 45' Over-	GGBHTD: Replace 2 - 1998 45' over-the-road buses that have reached the end of their useful life.	Maint/Rehab	MRN110027	3	1,310	1,310
MRN	GGBHTD	Transit	GGBHTD - Replace 3 - 2005 Paratransit	GGBHTD: Replace 3 - 2005 paratransit vans that have reached the end of their useful life.	Maint/Rehab	MRN110028	3	245	245
MRN	GGBHTD	Transit	GGBHTD - Replace 7 - 40' Diesel Buses	GGBHTD: Replace seven (7) 40' Diesel Buses	Maint/Rehab	MRN110045	2	3,760	3,760
MRN	GGBHTD	Transit	GGBHTD - Replace 14 - 45' OTR	GGBHTD: Replace fourteen (14) 45' Over-The-Road coaches	Maint/Rehab	MRN110046	3	9,637	9,637
MRN	GGBHTD	Transit	Ferry channel & berth dredging.	Golden Gate Ferry: From San Francisco to Marin County; Dredge ferry channel and berth.	Maint/Rehab	MRN990017	20		20,894
MRN	GGBHTD	Transit	Golden Gate Transit: ADA Paratransit	Golden Gate Transit: ADA Paratransit Assistance	Operations	MRN090033	9	1,683	1,683
MRN	GGBHTD	Transit	San Rafael Transit Center	GGBHTD: San Rafael; Transit connectivity enhancement including public information facility, wayfinding improvements and signage.	SystMgmt	MRN070008	8		365
MRN	GGBHTD	Transit	Larkspur Ferry Terminal Parking	GGBHTD: Larkspur; Improvements and enhancement at the ferry terminal.	SystMgmt	MRN070018	7		1,681
MRN	GGBHTD	Transit	Golden Gate Transit Station Bicycle	Bicycle improvements include adding secure, user-friendly bicycle racks and signage in Marin County.	SystMgmt	MRN090012	8	123	163
MRN	Larkspur	Local Road	Larkspur - Non-motorized Transpo.	Larkspur: Doherty Dr. between downtown and Readwood HS: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	Expansion	MRN070015	13	239	1,596
MRN	MCTD	Transit	Local Bus Stop Revitalization in Marin	Marin County: Various Locations: Bring outdated local bus stops into compliance with current accessibility and passenger amenity standards	Maint/Rehab	MRN110004	2	750	2,000
MRN	MCTD	Transit	Capital Improvements For Muir Woods	Marin County: Purchase Three 35 foot XHF Vehicles, Implement a Real Time Bus Arrival System, and Upgrade Passengers Facilities for Muir Woods Shuttle. These vehicles replace vehicles that are being leased.	Maint/Rehab	MRN110030	3	638	2,168
MRN	MCTD	Transit	MCTD Preventive Maintenance	Marin Transit: Systemwide: Bus Transit Preventive maintenance	Maint/Rehab	MRN110040	2	112	112
MRN	MCTD	Transit	Marin Transit Replace Four Local Buses	Marin Transit: Replace four local buses	Maint/Rehab	MRN110042	2	2,795	2,795
MRN	MCTD	Transit	Marin Transit Seven Local Buses	Marin Transit: Replace seven local buses	Maint/Rehab	MRN110043	2	5,072	5,072
MRN	MCTD	Transit	Marin Transit - Replace 13 Paratransit	Marin Transit: Replace 13 Paratransit vehicles	Maint/Rehab	MRN110044	2	1,114	1,114

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Marin County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
MRN	MCTD	Transit	Marin Transit Low Income Youth Pass	Marin Transit: Provide low-income youth free bus passes. Other local funds are made available for this project by applying STP funding available through the TPI program to MRN110040	Operations	MRN110041	2	112	112
MRN	MCTD	Transit	MCTD- ADA Paratransit Assistance	MCTD: ADA Paratransit Assistance to transit agency.	Operations	MRN110047	2	2,525	2,525
MRN	MCTD	Transit	Marin county: Bus Stop Improvements	MCTD: Improvements including bus stops, enhanced shelters, accessible pathways, bicycle racks and other passenger amenities.	SystMgmt	MRN070001	11	1,923	2,423
MRN	MTC	Local Road	Regional Planning Activities and PPM -	Marin: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	SystMgmt	MRN090020	11	1,078	7,131
MRN	MTC	Local Road	Local PDA Planning - Marin	Marin County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	SystMgmt	MRN110039	2	848	848
MRN	Marin County	Local Road	Non-motorized Transp. Pilot Program -	Marin County; Various locations; Lump sum Non-motorized Transportation Pilot Program. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Expansion	MRN050033	29	1,808	11,024
MRN	Marin County	Local Road	Non-motorized Transp. Projects -	Marin County; Various locations; Bicycle & pedestrian improvement projects	Expansion	MRN090049	9		1,238
MRN	Marin County	Local Road	Sir Francis Drake Boulevard Westbound	Marin County: On Sir Francis Drake Blvd. from Baywood Canyon to the top of White's Hill (Mile Post 9.75): reconstruct and in some locations, widen the westbound portion of the shoulder to provide bicycle safety improvements	Expansion	MRN090050	7	329	461
MRN	Marin County	Local Road	Strawberry Point School Pedestrian	Marin County: On Strawberry Drive: From Strawberry Point School at the mid block crosswalk on the west side of Strawberry Dr.; construct a 330 ft. sidewalk with driveway approaches and ADA-compliant curb ramps	Expansion	MRN110006	2		537
MRN	Marin County	Local Road	Marinwood, Greenbrae, Strawberry &	Marin County: Project will improve bicycle and pedestrian access within Marinwood, Greenbrae, Strawberry, and Marin City PDAs.	Expansion	MRN110007	2		1,215
MRN	Marin County	Local Road	Venetia Valley School SR2S Pedestrian	Marin County: Near Venetia Valley School: on the south side of North San Pedro Road: close a sidewalk gap; At the two school driveways: crosswalk improvements	Expansion	MRN110016	3		433
MRN	Marin County	Local Road	Miller Creek Road Bike Lanes and Ped	In Marin County:On Miller creek road, Add Class 2 Bicycle Lanes by restriping road and intersection improvements at Miller Creek and Marinwood Avenue to enhance pedestrian and cyclist safety	Expansion	MRN110033	2	407	407
MRN	Marin County	Local Road	Mountain View Rd Bridge Replacement	Marin County: On Mountain View Rd. over San Geronimo Creek (Bridge No. 27C0154) near the intersection with Sir Francis Drake Blvd: Replace existing one-lane bridge with a new two-lane bridge	Expansion	MRN110035	2	1,246	1,246
MRN	Marin County	Local Road	Marin Parklands Visitor Access, Phase	Marin Parklands: Pacific Way bridge at Big Lagoon: Reconstruct bridge and widen to add bike lanes. No added motor-vehicle capacity	Maint/Rehab	MRN070019	8	3,410	4,446
MRN	Marin County	Local Road	Marin County: Southern Marin Roads	Project will rehabilitate portions of Laurel Grove Avenue, Ricardo Road, and Panoramic Highway.	Maint/Rehab	MRN090053	5		1,354

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Marin County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
MRN	Marin County	Local Road	Novato Boulevard Resurfacing	In unincorporated Marin County: Novato Boulevard between Novato City Limits and Point Reyes-Petaluma Road including associated improvements.	Maint/Rehab	MRN110015	3		1,228
MRN	Marin County	Local Road	Sir Francis Drake Blvd. MP 20.70 Slide	This project is in unincorporated Marin County on Sir Francis Drake Blvd. adjacent to County Mile Post paddle 20.83 between Platform Bridge Road and Highway 1. The project will install an estimated 210 foot long CIDH retaining wall with tiebacks.	Maint/Rehab	MRN130002	1	515	560
MRN	Marin County	Local Road	Muir Woods Road MP 0.49 Slide Repair	This project is in unincorporated Marin County on Muir Woods Road at Mile Post 0.49 between Panoramic Highway and Highway 1 near Muir Woods. The project will install an estimated 95 foot long cast in drilled hole retaining wall.	Maint/Rehab	MRN130003	1	856	930
MRN	Marin County	State Hwy	Tennessee Valley Bridge	Marin: Tennessee Valley Bridge; Reconstruct bridge no additional travel lanes. (Also See MRN990028 for PSE & ENV).	Maint/Rehab	MRN010006	10		911
MRN	Mill Valley	Local Road	Mill Valley - Sycamore Ave Pedistrian	New pedestrian sidewalk and adjacent Class I bike path, lighting, high visibility school zone crosswalk markings, street furniture, striping, and markings, and landscaping along Sycamore Avenue between Camino Alto and Bay Front Park.	Expansion	MRN090052	4		411
MRN	Mill Valley	Local Road	Mill Valley - Miller Avenue	Mill Valley: Miller Avenue: Pavement resurfacing, reconstruction of bicycle lanes, modifications to traffic islands, and improvements to sidewalk facilities.	Maint/Rehab	MRN070002	6	5,250	7,150
MRN	Mill Valley	Local Road	Mill Valley - Edgwood Avenue	Mill Valley: Edgewood Avenue from Molino Avenue (start of Edgewood) to Marion Avenue: Resurface street	Maint/Rehab	MRN110009	2		326
MRN	Mill Valley	Local Road	Mill Valley - Non-motorized Transp.	Mill Valley: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in great share of overall trips and reduce SOV usage.	SystMgmt	MRN070020	7		1,093
MRN	Novato	Local Road	Novato Boulevard Widening, Diablo to	Novato: Novato Blvd between Diablo and Grant Ave.: Improvements to roadway including including widening existing two/three lanes to four lanes and adding turn lanes, bike lanes, curbs, and sidewalks.	Expansion	MRN070006	7	7,911	8,974
MRN	San Anselmo	Local Road	San Anselmo - Center Blvd Bridge	San Anselmo: Center Blvd Bridge over San Anselmo Creek, at Sycamore Ave: Replace existing 2 lane bridge with 3 lane bridge	Expansion	MRN110032	2	5,817	5,817
MRN	San Rafael	Local Road	San Rafael - Non-motorized Transport	San Rafael: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	Expansion	MRN070009	14	559	2,671
MRN	San Rafael	Local Road	San Rafael: Sidewalk along East	City of San Rafael: Along East Francisco Boulevard from Vivian Way to Grand Avenue; Sidewalk improvements	Expansion	MRN110029	3	1,300	1,500
MRN	San Rafael	Local Road	San Rafael Citywide Street Resurfacing	In San Rafael: Various city streets: Resurface streets.	Maint/Rehab	MRN110008	2		1,332
MRN	Sausalito	Local Road	Sausalito - Non-motorized Transp.	Sausalito: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	SystMgmt	MRN070012	9	284	690

Metropolitan Transportation Commission

TIP Project Listing by County

2013 TIP: FY12/13 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Marin County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
MRN	Sausalito	Local Road	Sausalito - Bridgeway/US 101 Off Ramp	Sausalito: Highway 101 Off Ramp/Bridgeway/Gate 6 Intersection: Improve bicycle traffic	SystMgmt	MRN110010	3	185	285
MRN	TAM	Local Road	Central Marin Ferry Access	Central Marin: From the southern terminus of the Cal Park Hill path connecting to the east/west path adjacent to E. Sir Francis Drake Blvd.	Expansion	MRN050014	9	10,702	15,112
MRN	TAM	Local Road	Marin Bike/Ped Facility North of	Marin County: Along US 101 from north of Atherton Avenue to south of Petaluma River bridge; Construct bicycle-pedestrian facility.	Expansion	MRN070003	6		610
MRN	TAM	Local Road	TAM - Non-motorized Transportation	Marin County: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	SystMgmt	MRN070017	4		100
MRN	TAM	State Hwy	US 101 / Greenbrae Interchange	Marin: US 101 Greenbrae I/C Corridor Improvements: Sir Francis Drake To Tamalpais; Reconfigure interchange.	Expansion	MRN050001	8	145,867	154,800
MRN	TAM	State Hwy	US 101 HOV Lanes - Marin-Sonoma	Marin and Sonoma Counties: From SR 37 in Novato to Old Redwood Highway in Petaluma; Convert expressway to freeway and widen to 6 lanes for HOV lanes.	Expansion	MRN050034	11	80,222	340,987
MRN	TAM	State Hwy	Highway 101 Landscaping for Gap	In Marin County, On Highway 101, Landscaping for the Gap Closure Project.	SystMgmt	MRN110034	2	3,900	3,900
MRN	Various	Local Road	Marin County: Major Roads	Marin County: Rehab. on major roads of countywide significance	Maint/Rehab	MRN090008	4		30,000
Totals for Marin County								438,858	1,210,634

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Napa County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
NAP	American Canyon	Local Road	American Canyon Napa Junction	American Canyon: Napa Junction from Napa Junction Elementary School to Highway 29 with minor portions on Theresa Ave and Lombard St: Construct 1,500 feet of public sidewalk.	Expansion	NAP090007	7	221	276
NAP	American Canyon	Local Road	American Canyon: Theresa Ave	American Canyon: On Theresa Ave from the recently completed Theresa Avenue Phase 1 project south to Eucalyptus Drive: Replace substandard curb, gutter and sidewalk and construct missing sections of curb, gutter and sidewalk. Project length is approx. 450'	Expansion	NAP110007	4		230
NAP	American Canyon	Local Road	American Canyon - Napa Square	In American Canyon: On Lena and Stenson Drive between Patricia and Marla Drive, Road rehabilitation.	Maint/Rehab	NAP110022	3	268	268
NAP	American Canyon	Local Road	American Canyon PDA Development	American Canyon: Develop and implement a strategic Plan to focus on significant transit service improvements and define associated land use patterns and development Plans in the PDA consistent with Regional goals.	SystMgmt	NAP110006	2		1,860
NAP	Caltrans	State Hwy	Design of SR 12/29 /Airport Blvd Grade	Napa: SR 12/29 (Airport Blvd) Intersection; Grade Separation. (Environmental Only)	Expansion	NAP010002	6		1,500
NAP	Caltrans	State Hwy	SR 12 (Jamieson Canyon Road)	In Napa and Solano Counties: SR 12 between SR 29 and I-80 (Jamieson Canyon): Rehab roadway and expand from two to four lanes.	Expansion	NAP010008	14	850	137,751
NAP	MTC	Local Road	Regional Planning Activities and PPM -	Napa: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	SystMgmt	NAP090002	10	386	5,633
NAP	MTC	Local Road	Local PDA Planning - Napa	Napa County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	SystMgmt	NAP110025	2	848	848
NAP	NCTPA	Local Road	Napa Valley Vine Trail Design and	Napa County: Various locations: Design and construction of individual segments of Vine Trail.	Expansion	NAP110014	4		5,364
NAP	NCTPA	Local Road	NCTPA: Napa County SRTS Program	In Napa County: Countywide: Expand existing SRTS program from 6 to 15 schools and enhance program offerings. Non-infrastructure only including marketing, education, and outreach activities.	SystMgmt	NAP110012	2		315
NAP	NCTPA	Transit	NCTPA: Replace Rolling Stock	NCTPA: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet.	Maint/Rehab	NAP090005	5		10,428
NAP	NCTPA	Transit	NCTPA Equipment Replacement and	NCTPA: Replacement and upgrades to equiptment.	Maint/Rehab	NAP090008	4	840	1,240
NAP	NCTPA	Transit	NCTPA: ADA Operating Assistance	Napa: ADA operating assistance for paratransit service	Operations	NAP030004	15	74	381
NAP	NCTPA	Transit	Napa Vine Operating Assistance	Napa Vine: Operating assistance to support transit routes and services.	Operations	NAP970010	26	5,939	33,224
NAP	NCTPA	Transit	Napa: Bus Stop Improvements	Napa Vine: Various bus stop improvements throughout the Napa County transit service areas. Add City/County Bus Passenger Amenities especially ADA Bus Stop Improvements.	SystMgmt	NAP030005	9	137	782
NAP	NCTPA	Transit	Napa County Community Based	In Napa County, Update to the Napa Community Based Transportation Plan to identify barriers to the mobility needs of the County.	SystMgmt	NAP110024	2	100	100

Metropolitan Transportation Commission

TIP Project Listing by County

2013 TIP: FY12/13 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Napa County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
NAP	Napa	Local Road	Napa:Lincoln Ave Bike Lane - Jefferson	Napa City: Lincoln Avenue between Jefferson St and the railroad tracks; Restriping to provide Class II bike lanes.	Expansion	NAP110011	5		213
NAP	Napa	Local Road	Napa City North/South Bike Connection	Napa City: California Blvd in section along the project limits of Pueblo and Permanente Way: Widen in order to provide Class II bike lanes along the entire corridor.	Expansion	NAP110013	2		295
NAP	Napa	Local Road	Napa (City): 2011 Cape Seal Pavement	Napa City: California Blvd. from Laurel to Second; Jefferson from Trancas to Sierra; West Pueblo from Redwood to Rancho; Trower from Linda Vista to Solano; Wine Country from Linda Vista to Hwy 29: Cape seal	Maint/Rehab	NAP110008	3		726
NAP	Napa	Local Road	Napa City - Linda Vista Pavement	In Napa: On Linda Vista Ave between Trower and Redwood; Rehabilitate roadway including, repair sidewalk and install ADA ramps.	Maint/Rehab	NAP110015	3		776
NAP	Napa County	Local Road	Napa County: Silverado Trail Paving	County of Napa: On Silverado Trail from Zinfandel Ln to Skellenger Ln (Phase F): County Local Roads Paving	Maint/Rehab	NAP110009	3		955
NAP	Napa County	Local Road	Silverado Trail Phase G and H Rehab	County of Napa: On Silverado Trail from Howell Mountain to Zinfandel (Phase G) and from Dunaweal to Larkmead (Phase H); rehabilitate roadway retaining existing Class II bicycle lanes	Maint/Rehab	NAP110023	2	1,595	1,595
NAP	Napa Vine	Transit	Park & Ride Lots in Napa County	Napa County: American Canyon, and Calistoga/St. Helena/Yountville ; Construct Park and Ride Lots.	Expansion	NAP050009	6	2,350	5,030
NAP	Yountville	Local Road	Yountville - Napa County Bicycle Path	Napa County: North Yountville; Bike Route and Sidewalk Extension	Expansion	NAP090006	8	94	149
Totals for Napa County								13,702	209,940

Report sorted by: County, Sponsor, System, Purpose, TIP ID *(All funding shown in thousands of dollars)*

Multiple Counties

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
REG	ACWA	Local Road	Green Star / Cool Schools Program	Alameda, San Mateo, and Sonoma Counties, San Jose: Development of a curriculum framework for teachers; web based interface and trip tracking; green teams, competition with other schools/ classrooms; events; evaluation	SystMgmt	REG110016	4		980
REG	Alameda County	Regional	Local Government EV Fleet Program	Various Locations: Purchase 90 EVs and install 90 EV charging stations in various jurisd. Tests smart driving with 20 real-time fuel economy gauges in gas vehicles. Pilot fleet carshare (4 cars) in ALA County and San Jose. Includes outreach/marketing	SystMgmt	REG110013	4		2,808
REG	BAAQMD	Regional	Regional Bicycle Sharing Pilot	San Francisco, San Mateo and Santa Clara Counties: various locations: Implement a pilot bikesharing program	Expansion	REG110010	4		6,503
REG	BAAQMD	Transit	Spare the Air Program	San Francisco Bay Area: Spare the Air Campaign: Inform/educate the public about ozone problems, notify when Spare the Air days are called & encourage use of transit, ridesharing etc.	SystMgmt	MTC990015	20	4,180	20,178
REG	BART	Transit	BART Train Control Renovation	BART: Replace obsolete elements and subsystems of the train control system.	Maint/Rehab	BRT030004	17	32,500	189,977
REG	BART	Transit	BART: Traction Power System	BART: System wide: Replace obsolete elements and subsystems of the traction power system to maintain and improve reliability and safety	Maint/Rehab	BRT030005	16	32,500	162,075
REG	BART	Transit	BART Transbay Tube Seismic Retrofit	San Francisco: Transbay Tube; Seismically retrofit the BART Tube/Tunnel which connects Oakland to San Francisco.	Maint/Rehab	BRT050003	6		276,175
REG	BART	Transit	BART: Rail, Way and Structures Program	BART: Systemwide; Replace worn out mainline rail and make other timely reinvestments in way.	Maint/Rehab	BRT97100B	13	32,500	151,400
REG	BART	Transit	BART Car Exchange (Preventive	BART: Preventive maintenance program, including maintenance of rail cars and other system components in exchange for local funds to the BART car replacement reserve.	Maint/Rehab	REG050020	13	186,250	603,079
REG	BART	Transit	BART: Railcar Replacement Program	BART: Replace 669 Railcars.	Maint/Rehab	REG090037	7	366,735	1,025,600
REG	BART	Transit	ADA Paratransit Capital Accessibility	BART: At various stations: Capital Access Improvements Program including, station elevator improvements, installation of hands-free emergency telephones, and tactile stair tread replacement	SystMgmt	BRT99T01B	11	7,457	34,058
REG	Caltrain	Transit	Caltrain: Revenue Vehicle Rehab	Caltrain: Systemwide: The Revenue Vehicle Rehab Program provides overhauls and repairs/replacements to key components of the Caltrain rolling stock to maintain it in a state of good repair and to extend the useful life of the fleet.	Maint/Rehab	REG090051	9	3,594	8,185
REG	Caltrain	Transit	Caltrain: Preventive Maintenance	Caltrain: Systemwide: Capitalized maintenance activities for the Caltrain fleet, equipment and facilities.	Maint/Rehab	REG090053	7	6,250	14,713
REG	Caltrain	Transit	Caltrain Transit Asset Management	Caltrain: Systemwide: Development of the Caltrain Transit Asset Management System (CTAMS)	Maint/Rehab	REG110025	3	750	750
REG	Caltrain	Transit	Caltrain: Systemwide Track Rehab &	Caltain: Replace jointed rail and upgrade existing main line track and related civil structures on the Caltrain Corridor.	Maint/Rehab	SM-03006B	13	21,734	96,212
REG	Caltrain	Transit	Caltrain: Signal/Communication Rehab.	Caltrain: Systemwide: Rehabilitate existing signal system and upgrade/replace communication equipment.	Maint/Rehab	SM-050041	17	8,773	38,027

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Multiple Counties

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REG	Caltrain	Transit	Caltrain Positive Train Control System	CBOSS/PTC is an advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways. The FRA has mandated PTC be in place by December 2015.	SystMgmt	REG110030	4	205,950	231,000
REG	Caltrans	Local Road	GL: Safety Improvements - SRTS	GL: Safety Improvements - Safe Routes to School (SRTS) program. At various locations, Safe Routes to School (SRTS) projects. Consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Expansion	VAR110012	2	16,619	16,619
REG	Caltrans	Local Road	GL: Bridge Rehab/Recon. - Local Hwy	GL: Local Bridge Rehab/Recon. - Local Highway Bridge Program(HBP) or Highway Bridge Replacement and Rehabilitation (HBRR). Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories.	Maint/Rehab	VAR110045	3	389,358	389,358
REG	Caltrans	State Hwy	GL: Shoulder Imprv - SHOPP Roadside	GL: SHOPP Roadside Preservation. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Fencing,Safety roadside rest areas	Maint/Rehab	MTC050008	8		59,406
REG	Caltrans	State Hwy	GL: Safety Improvements - SHOPP	Grouped Listing: SHOPP-Mobility; Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3	Maint/Rehab	VAR110001	2	87,341	87,341
REG	Caltrans	State Hwy	GL: Pavement Resurf./Rehab - SHOPP	Grouped Listing: SHOPP - Roadway Preservation. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories	Maint/Rehab	VAR110003	3	190,733	190,733
REG	Caltrans	State Hwy	GL: Safety Imprv. - SHOPP Collision	GL: SHOPP - Collision Reduction. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	Maint/Rehab	VAR110004	4	221,255	221,255
REG	Caltrans	State Hwy	GL: Emergency Repair - SHOPP	Grouped Listing for SHOPP - Emergency Response. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts.	Maint/Rehab	VAR110005	5	287,249	287,249
REG	Caltrans	State Hwy	GL: Pvmt Resurf/Rehab SHS - Highway	GL: Pavement Resurf/Rehab State Highway System - Highway Maintenance. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation.	Maint/Rehab	VAR110031	2	29,462	29,462
REG	Caltrans	State Hwy	GL: Pvmt Resurf/Rehab State Hwy Sys -	GL: Pavement Resurf/Rehab State Hwy System - SHOPP Minor. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation.	Maint/Rehab	VAR110037	2	7,070	7,070
REG	Caltrans	State Hwy	GL: Safety Improvements - SHOPP	GL: Safety Improvements - SHOPP Mandates. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	Maint/Rehab	VAR110042	3	30,354	30,354
REG	Caltrans	State Hwy	GL: Bridge Rehab and Reconstruction -	GL: Bridge Rehab/Reconst-SHOPP. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).	Maint/Rehab	VAR110044	3	499,302	499,302
REG	Caltrans	State Hwy	Statewide Archaelogical Reburial	Region-wide: Identify reburial locations for Native American human remains excavated as part of statewide Caltrans projects.	Other	REG110022	2		575
REG	Caltrans	State Hwy	Cultural Resources Legacy Data	Augment information in various cultural resources databases statewide.	Other	REG110023	2		1,630

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Multiple Counties

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REG	Caltrans	State Hwy	Geoarchaeological Study of Route 101	Along Route 101: Various Locations: Enhance the existing inventories of archaeological resources by transferring such data into an electronic database for each county.	Other	REG110024	2		358
REG	Caltrans	State Hwy	GL: Safety Imprv - Highway Safety	GL: Safety Imprv - Highway Safety Improvement Program. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	SystMgmt	VAR110007	5	52,018	52,018
REG	Caltrans	Transit	GL: Elderly & Persons with Disability	Region-Wide: Eld. & persons with Disabilities. Prog Lump Sum Listing; Project incl. Veh. replacements, minor expansion & office equip. Consist with 40 CFR Part 93.126, 127, 128 Exempt Tables 2 & 3.	Maint/Rehab	REG110042	2	5,188	5,188
REG	Caltrans	Transit	GL: FTA Non-Urbanized Formula	GL: FTA Section 5311 Non-Urbanized Formula Program, Non-ITS portion. Projects include capital and operating assistance, capital and preventive maintenance. Projects consistent with 40 CFR Part 93.126, 127, 129, Exempt Tables 2 and 3.	Operations	REG110041	2	10,215	10,215
REG	Caltrans	Transit	GL: Railroad/Highway Crossings	GL: Railroad/Highway Crossings. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Railroad/highway crossing	SystMgmt	VAR110046	2	3,212	3,212
REG	GGBHTD	Transit	Golden Gate Transit: SF Bus Lot	GGBHTD: Modifications to SF Bus Facility including resurfacing, subgrade, drainage, lighting, and fencing.	Maint/Rehab	REG090052	5		3,835
REG	MTC	Local Road	Regional Streets and Roads Program	Regionwide: Regional Streets and Roads Program including providing assistance to Bay Area agencies to implement & maintain computerized pavement management system (PMS), implementing PTAP (Pavement Technical assistance program), updating regional Needs	Maint/Rehab	REG090039	7	778	15,690
REG	MTC	Local Road	Regional Arterial Operations & Signal	Regional: Develop plan to guide arterial investments, and provide project management and traffic engineering assistance (including procuring communications equipment) for arterial system synchronization. See MTC990018 for PY funds.	SystMgmt	REG090046	6	7,910	12,660
REG	MTC	Local Road	Parking Pricing Regional Analysis	Regionwide: Construct a regional parking database, integrated with our land use/transportation models, analyzes regional and local parking pricing schemes, conducts technical workshops, and proposes policies for implementation of pricing of parking	SystMgmt	REG110029	3	700	700
REG	MTC	Regional	Regional Planning Activities and PPM -	Regional: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	SystMgmt	REG090038	12	2,949	9,636
REG	MTC	Regional	Regional Planning Activities - ABAG	Regionwide: Support for Regional Planning Activities	SystMgmt	REG090040	11	1,000	6,546
REG	MTC	Regional	Regional Planning Activities - BCDC	Regional Planning Activities	SystMgmt	REG090041	9	174	2,698
REG	MTC	Regional	511 Traveler Information	Regionwide: Collect real-time/static data (traffic, transit, rideshare and bicycle) and disseminate the information to the public by telephone and website. Supports congestion pricing and vehicle infrastructure integration.	SystMgmt	REG090042	11	23,583	94,060

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REG	MTC	Regional	Climate Initiatives Program Public	Climate Initiatives Program: Regionwide, community-based social marketing campaign & support for programs to encourage sustainable transportation behavioral changes to reduce criteria pollutants and greenhouse gases including those relating to SCS	SystMgmt	REG090065	6		10,643
REG	MTC	Regional	Climate Initiatives Evaluation and	Regional: Program development for the Climate Initiatives program activities and evaluation. Programs falling under this project include the following sub-programs: Innovative Grants, Safe Routes to Schools, Evaluation, and Public Outreach.	SystMgmt	REG090066	3		4,000
REG	MTC	Regional	Electric Vehicle Funding Strategies	Region-wide: Support the deployment of electric vehicles in the Bay Area including approaches such as infrastructure, outreach, and other supportive strategies.	SystMgmt	REG110011	5	2,308	2,333
REG	MTC	Regional	Climate Initiatives Program	Climate Initiatives Program: Regionwide, support for programs to encourage sustainable transportation behavioral changes to reduce criteria pollutants and greenhouse gases	SystMgmt	REG110036	2	19,203	19,203
REG	MTC	Regional	Regional Planning - PDA	Regionwide: Planning Assistance to support transportation investments and improve their performance in priority development areas.	SystMgmt	REG110037	3	11,296	11,296
REG	MTC	Regional	Climate Change	Region-wide: Phase one: Conduct sea level rise transportation vulnerability and risk assessment pilot project. Phase two: Develop adaptation options to protect critical transportation infrastructure from sea level rise.	SystMgmt	REG110043	2	600	1,200
REG	MTC	State Hwy	Freeway Performance Initiative (FPI)	Regionwide: Design, implement and maintain ramp metering, Traffic Operation Systems (TOS), and other Freeway Performance Initiative (FPI) projects on major congested freeways throughout the region.	SystMgmt	REG090003	22	129,896	327,546
REG	MTC	State Hwy	Regional Express Lane Network	Region-wide: Convert existing HOV lanes to express lanes and widen to add new express lanes on freeway segments that constitute early phases of the Regional Express Lane Network	SystMgmt	REG130004	1	18,000	196,000
REG	MTC	Tollway	Toll Bridge Maintenance	Region-wide: Seven state-owned toll bridges: routine maintenance of bridge facilities	Maint/Rehab	REG130001	1	48,000	48,000
REG	MTC	Tollway	Toll Bridge Rehabilitation Program	Bay Area: On 7 state-owned toll bridges: Rehabilitation program	Maint/Rehab	REG130002	1	399,344	628,906
REG	MTC	Transit	Safe Routes to Transit	Regionwide: Grants to fund infrastructure projects that improve bike/ped access to transit stations. Including signs, multi-use trails and bike parking.	Expansion	MTC050021	5	6,000	20,000
REG	MTC	Transit	Station Area Planning Program &	Regionwide: Provide grants to local jurisdictions to develop plans for their transit stations in order to help increase transit ridership and implementation of the program.	Expansion	REG110014	4		9,417
REG	MTC	Transit	GL: JARC FY 09 - FY 10 - Large UA	GL: JARC FY 09 - FY 10 - Large UA. Various JARC projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Operations	REG090002	10		19,275
REG	MTC	Transit	GL: New Freedom FY10 & FY11 Large	GL: New Freedom FY2010 & FY2011 Large UA. Various Cycle 4 (FY10 & FY11) New Freedom projects in large urbanized areas	Operations	REG110026	3	6,220	6,220

Report sorted by: County, Sponsor, System, Purpose, TIP ID *(All funding shown in thousands of dollars)*

Multiple Counties

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
REG	MTC	Transit	GL: JARC FY11-FY12 Large UA	GL: JARC FY11-FY12 Large UA. Various JARC projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Operations	REG110032	5	9,915	9,915
REG	MTC	Transit	GL: JARC FY10-FY12 Small UA & Rural	GL: JARC FY10-FY12 Small UA & Rural. Various JARC projects in small urbanized areas and nonurbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Operations	REG110033	4	2,746	2,746
REG	MTC	Transit	GL: New Freedom FY10-FY12 Small &	GL: New Freedom FY10-FY12 Small & Rural. Various Cycle 6 (FY10-FY12) New Freedom projects in small urbanized and rural areas.	Operations	REG110034	3	1,800	1,800
REG	MTC	Transit	GL: 5307 JARC Set-aside FY13 Large	GL: 5307 JARC Set-aside FY13 Large UA. Various 5307 (former JARC) projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Operations	REG110039	3	5,973	5,973
REG	MTC	Transit	Transit Commute Benefits Promotion	San Francisco Bay Area: Region wide: Project to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit.	SystMgmt	MTC050001	6	780	5,000
REG	MTC	Transit	Real-time Transit Information Program	San Francisco Bay Area: Regionwide; Provide real-time transit information to riders at transit stops or via telephone, wireless or internet communication.	SystMgmt	MTC050020	6	1,916	20,000
REG	MTC	Transit	Transit Capital Inventory Improvements	MTC: Procure Asset Management System to enable ability to anticipate regional rehab, replacement and funding needs.	SystMgmt	REG050013	5		1,250
REG	MTC	Transit	Clipper Fare Collection System	San Francisco Bay Area: Regionwide; Design, build, operate and maintain the Clipper fare collection system. Note: Translink became Clipper on 6/16/10.	SystMgmt	REG090045	11	36,422	99,536
REG	MTC	Transit	GL: FY10 JARC Mobility Management	GL: Mobility Management. Various mobility management projects in the SFO, Concord and San Jose large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	SystMgmt	REG110028	4	974	974
REG	MTC-SAFE	State Hwy	Incident Management Program	Regionwide: Manage congestion by preventing and/or addressing minor & major highway incidents/events including incident detection equipment & incident management systems, etc.	SystMgmt	REG090044	12	17,043	35,703
REG	MTC-SAFE	State Hwy	FSP and Call Box Program	Regionwide: Manage congestion by preventing and/or addressing minor & major highway incidents/events including FSP and Call Box.	SystMgmt	REG130003	1	18,790	18,790
REG	Natl Park Svc	Land/Trail	GL: US 206 Recreational Grants	GL: US 206 Recreational Grants. Projects with US Recreational Grant Program Funds. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Maint/Rehab	REG110040	2	487	487
REG	Natl Park Svc	Land/Trail	Golden Gate Nat'l Rec. Area Road Rehab	Golden Gate National Recreation Area: Rehabilitate roadways providing access to and within the Golden Gate National Recreation Area in San Francisco, Marin and San Mateo Counties	Maint/Rehab	SF-030002	12	12,200	53,640
REG	Natl Park Svc	Land/Trail	Golden Gate Nat'l Rec. Area Non-	Golden Gate Nat'l Recreation Area: Rehabilitate trail network. Implementing agencies are Golden Gate Nat'l Parks Conservancy and National Park Service.	Maint/Rehab	SF-050045	8	3,331	15,689

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Multiple Counties

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REG	Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Water	Golden Gate National Recreational Area: Prepare planning studies to improve water transit access to national parklands in San Francisco and Marin counties.	SystMgmt	SF-090024	4	907	1,897
REG	Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Transit	Golden Gate National Recreational Area: Plan, design and construct exempt enhancements to public transit access to park sites.	SystMgmt	SF-090027	4	3,029	3,498
REG	SF County TA	Regional	eFleet: Carsharing Electrified	SF and Berkeley: Purchase up to 29 electric-based vehicles (incl. conversion of hybrid vehicles)and install up to 35 chargers;conduct an outreach & awareness campaign; perform evaluation.	Expansion	REG110012	6		2,132
REG	SFMTA	Local Road	Electric Vehicle Taxi Battery Switch	San Francisco and San Jose: Install up to four battery switch stations. Includes project evaluation.	SystMgmt	REG110017	8	5,852	6,809
REG	SFMTA	Local Road	Electric Vehicle Taxis	San Francisco: Purchase up to 25 electric vehicles for neighborhood taxi services in San Francisco. Includes project evaluation.	SystMgmt	REG110038	2	1,116	1,116
REG	SJRC	Transit	ACE Positive Train Control	ACE System-wide: Install an advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways.	SystMgmt	REG110044	2	4,080	30,000
REG	Son Co TA	Regional	Regional Dynamic Ridesharing Pilot	Contra Costa, Marin, and Sonoma Counties: Apply dynamic ridesharing technology in within various affinity groups. Software procurement and customization, marketing and incentives, monitoring and reporting. Includes program evaluation.	SystMgmt	REG110015	3		1,532
REG	WETA	Transit	Ferry Service - Berkeley/Albany	WETA: Berkeley/Albany: Provide ferry service from Berkeley/Albany to San Francisco.	Expansion	MTC050027	15	39,716	65,281
REG	WETA	Transit	WETA Ferry Expansion Studies.	WETA: Regionwide studies to determine environmental/other impacts of expanded ferry service in the Bay Area.	Expansion	MTC050028	5	1,725	9,280
REG	WETA	Transit	SF Ferry Terminal/Berthing Facilities	WETA: San Francisco: At the Ferry Terminal; Construct additional ferry docking/berthing facilities to improve ferry access and support WETA berthing/maintenance operational needs.	Expansion	MTC050029	7	35,450	37,950
REG	WETA	Transit	Treasure Island Ferry Service	Treasurer Island: Implement new ferry transit service between Treasure Island and San Francisco/East Bay locations.	Expansion	REG070003	4	1,000	1,000
REG	WETA	Transit	Maintenance Barge and Emergency	WETA: System maintenance and operational needs; This project will support the purchase/construction of floats and ramps and will provide core support infrastructure for existing and future regional ferry service.	Expansion	REG110001	2		15,250
REG	WETA	Transit	WETA: Ferry Channel & Berth Dredging	WETA: Various service areas: Dredge ferry channel, ferry basin and berth	Maint/Rehab	REG090054	9	2,000	3,295
REG	WETA	Transit	WETA: Ferry Propulsion System	WETA: Ongoing: A mid-life overhaul is scheduled when a ferry reaches approximately 12.5 years of service life. Equipment service hours and specific vessel needs may affect the timing of the projects.	Maint/Rehab	REG090055	7	5,260	24,357
REG	WETA	Transit	WETA: Ferry Major Component	WETA: Ferry vessels are required to undergo periodic haul-out and rehabilitation work to remain in working order over their 25-year life.	Maint/Rehab	REG090057	10	7,769	9,012

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Multiple Counties

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REG	WETA	Transit	WETA: Fixed Guideway Connectors	WETA: Various locations: This project will replace/rehab fixed guideway connectors such as floats, floating barges, ramps and gangways throughout the system.	Maint/Rehab	REG090067	8	3,811	7,554
REG	WETA	Transit	WETA: Facilities Rehabilitation	WETA: Various Locations: This project will rehabilitate ferry facilities in order to maintain existing transit services.	Maint/Rehab	REG110020	4	81	331
REG	WETA	Transit	WETA: Revenue Vehicle	WETA: Purchase and/or upgrade revenue vehicle communication equipment.	Maint/Rehab	REG110021	3	130	182
Totals for Multiple Counties								3,640,811	6,694,909

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(All funding shown in thousands of dollars)

Santa Clara County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SCL	Caltrain	Transit	South Terminal Wayside Power	In San Jose: At Diridon Station: Replace the existing power substation, replace the wayside power cabinets on existing platforms with new cabinets, install new power cabinets on the two new platforms. Design was conducted as part of JPB991001	Maint/Rehab	SCL110131	2	2,249	2,249
SCL	Caltrans	State Hwy	SR 87 Guadalupe Freeway Corridor	In San Jose: On SR-87 from Julian St to route 101; Landscaping along new corridor improvements (Also see SCL990041).	SystMgmt	SCL030008	11		8,925
SCL	Caltrans	State Hwy	US 101 / SR 87-Trimble Road	San Jose: US 101 from 0.8 km south of the SR-87/US-101 separation to 0.4 km north of Trimble Rd; Landscape Mitigation.	SystMgmt	SCL050013	7		2,390
SCL	Campbell	Local Road	Campbell Avenue Portals Bike/Ped	In Campbell: Cambell Avenue: Add pedestrian- and bicycle-friendly enhancements.	Expansion	SCL110028	2		4,730
SCL	Campbell	Local Road	Hacienda Ave Streetscape and Bicycle	In Campbell: On Hacienda Avenue between Winchester Boulevard and Virginia Avenue: Construct bike lanes, on-street parking, accessibility ramps, park strip with street trees & shrubbery, sidewalk in-fill, curbs & gutters, and energy-efficient streetlights	SystMgmt	SCL110116	2	680	680
SCL	Gilroy	Local Road	Gilroy New Ronan Channel and Lions	In City of Gilroy: On Ronan channel levee from Sixth St to Leavesley Rd and Lions Creek levee from Kern to Tapestry Dr. build bicycle pedestrian trails.	Expansion	SCL110032	2	3,402	4,162
SCL	MTC	Local Road	Local PDA Planning - Santa Clara	Santa Clara County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs).	SystMgmt	SCL110125	2	6,043	6,043
SCL	Milpitas	Local Road	SR 237 - Calaveras Blvd Widening	In Milpitas: Calaveras Boulevard from Town Center Drive to Abel Street; widen roadway from 4 to 6 lanes and add pedestrian and bicycle facilities.	Expansion	SCL050077	6	6,500	61,500
SCL	Palo Alto	Local Road	Citywide Traffic Signal upgrade	In Palo Alto: Replace the City's existing traffic signal central system and up to 35 traffic signal field controllers with associated communications gear.	SystMgmt	SCL050091	8	458	458
SCL	Palo Alto	Local Road	Palo Alto California Avenue Transit Hub	Palo Alto: On California Ave between El Camino Real (SR82) and the California Avenue - Park Blvd Plaza; streetscape, traffic calming, and Park Bvd Plaza improvements.	SystMgmt	SCL110037	4	1,400	1,600
SCL	SJRC	Transit	San Joaquin Rail Corridor: ADA	San Joaquin Rail Corridor: ADA Operating Set-aside	Operations	ALA050042	13		528
SCL	San Jose	Local Road	Almaden Expressway Pedestrian Bridge	San Jose: Near Almaden Expressway: Develop a trail connection to link Guadalupe Creek to nearby trails and the Almaden Light Rail Station	Expansion	SCL050039	10	240	12,835
SCL	San Jose	Local Road	Lower Guadalupe River Trail	In San Jose: From I-880 to Bay Trail; Construct 7.5 miles of trails including pavement, gateways, seating, signage, etc. HPP# 1943	Expansion	SCL050081	12	5,335	10,833
SCL	San Jose	Local Road	Bay Trail Reach 9 & 9B	In San Jose: Near Gold Street to the existing San Tomas Aquino Creek Trail; Designa and construct 1.2 miles of commuter/transportation trail, pedestrian bridge, and underpasses with safety and enhancement improvements. HPP # 2084	Expansion	SCL050082	7	63	8,538

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Santa Clara County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SCL	San Jose	Local Road	Coyote Creek Trail	In San Jose: from Highway 237 to Story Road; Master plan, design and construction of a trail.	Expansion	SCL050083	7	2,831	34,480
SCL	San Jose	Local Road	San Jose Charcot Avenue Extension	San Jose: Charcot Avenue Extension over I-880; Extend new 2-lane roadway with bike lanes and sidewalks providing new multi-modal connection to the North San Jose employment center.	Expansion	SCL090003	3	3,200	30,200
SCL	San Jose	Local Road	Coleman Avenue Widening from I-880	In San Jose: Coleman Ave from I880 to Taylor St: Widen from 4 to 6 lanes.	Expansion	SCL090005	3	10,000	13,000
SCL	San Jose	Local Road	San Jose North 1st Street Core Area	In San Jose: Improve the North 1st Street "core area grid."	Expansion	SCL090007	3	1,000	61,000
SCL	San Jose	Local Road	Montague Expwy Widening - Lick Mill-	In San Jose: On Montague Expressway between Lick Mill and Trade Zone: widen to 8 lanes	Expansion	SCL090010	4	1,500	13,500
SCL	San Jose	Local Road	San Jose - Autumn Street Extension	In San Jose: Autumn St between Julian Street and San Carlos Street: Widen, partially realign, and extend Autumn Street to adequately accommodate projected traffic demand	Expansion	SCL110006	2	2,200	35,000
SCL	San Jose	Local Road	San Jose: Los Gatos Creek Reach 5	In San Jose: Los Gatos Creek Tail between San Carlos St. and Montgomery Ave: Construct Los Gatos Creek Trail (Reach 5b/c).	Expansion	SCL110029	3	1,100	4,550
SCL	San Jose	Local Road	Park Avenue Multi-Modal	In San Jose: Improve pedestrian and bicycle facilities along Park Avenue between Hedding and Montgomery Streets.	Expansion	SCL110117	2	1,751	1,820
SCL	San Jose	Local Road	St. John Street Multi-Modal	In San Jose: Improve bicycle and pedestrian facilities along St John Street between North Market Street and North Almaden Boulevard.	Expansion	SCL110118	2	1,794	1,876
SCL	San Jose	Local Road	San Jose: Road Rehab and Ped.	In San Jose, On various streets, Rehabilitate roadway and construct pedestrian facilities.	Maint/Rehab	SCL110107	4	15,000	15,000
SCL	San Jose	Local Road	Silicon Valley TIMC	San Jose: Transportation Incident Management Center: Construct subregional hub for traffic management activities including arterial traffic, incident management and travel information. HPP#2017.	SystMgmt	SCL050079	9	3,528	7,551
SCL	San Jose	Local Road	Downtown San Jose Couplet	In San Jose: Conversions of one-way couplets to two-way streets; reduce lanes; add bike lanes along 10th/11th Streets, Almaden/Vine, and 2nd/3rd Streets.	SystMgmt	SCL090004	3	9,000	22,000
SCL	San Jose	Local Road	San Jose: Various Intersection	In San Jose: Construct various intersection improvements.	SystMgmt	SCL090008	3	2,800	29,000
SCL	San Jose	Local Road	Branham Ln/Monterey Hwy Grade	In San Jose: Branham Lane/Monterey Highway Intersection in San Jose. Complete preliminary design. The City has completed conceptual engineering for a below grade intersection at this location.	SystMgmt	SCL090036	4		570
SCL	San Jose	Local Road	Lower Guadalupe River Trail-Tasman	In San José: along the Lower Guadalupe River Trail beneath Tasman Drive referred to Tasman Drive Underpass.	SystMgmt	SCL090046	5	825	825
SCL	San Jose	Local Road	Innovative Bicycle Detection System	San Jose: Test technologies on San Fernando Street and William/Bollinger streets, identify "best" technology, implement on additional city bikeways.	SystMgmt	SCL110016	3		1,871
SCL	San Jose	Local Road	San Fernando Street Enhanced Bikeway	In San Jose: along San Fernando Street between Cahill Street and 10th Street: enhance pedestrian and bicycle accessibility along San Fernando Street between Cahill Street and 10th Street including AC pavement work	SystMgmt	SCL110033	5	140	1,867

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SCL	San Jose	Local Road	San Jose - San Carlos Multimodal Phase	In San Jose: Along the south side of San Carlos Street between Second Street and Market Street. The proposed project encompasses pedestrian-oriented improvements along the south side of San Carlos Street between Second Street and Market Street.	SystMgmt	SCL110034	6	3,338	3,697
SCL	San Jose	Local Road	San Jose Walk N Roll - Safe Access	35 schools in San Jose: Encourage and promote pedestrian and bicycle safety along SRTS by installing low cost enhancements.	SystMgmt	SCL110057	4	556	653
SCL	San Jose	State Hwy	US 101 / Blossom Hill I/C Reconst &	San Jose: US-101/Blossom Hill Rd IC; widen Blossom Hill Rd and reconstruct I/C to provide an additional lane in each direction, including the OC structure over US-101 plus other improvements.	Expansion	SCL030006	6	1,833	15,000
SCL	San Jose	State Hwy	US 101 / Mabury New Interchange	In San Jose: US 101/Mabury interchange; Construct full interchange.	Expansion	SCL070004	5	1,500	20,750
SCL	San Jose	State Hwy	I-880/Montague Expressway	In San Jose: Construct I-880/Montague Expressway interchange Improvements.	Expansion	SCL090015	3	14,340	14,340
SCL	San Jose	State Hwy	US 101 SB Trimble Road/De La Cruz	In Santa Clara: Modifies existing loop cloverleaf ramp from SB US 101 to Trimble Rd into a partial cloverleaf ramp.	SystMgmt	SCL090025	4	1,000	34,000
SCL	San Jose	State Hwy	San Jose: Alameda - A Plan for The	In San Jose: Along Alameda from Stockton Ave to Fremont St.; improve pedestrian mobility with improved facilities including enhanced crosswalks, sidewalks and signage.	SystMgmt	SCL110001	4		4,323
SCL	San Jose	Transit	San Jose International Airport People	In San Jose: Provide an automated transit service that connects the San Jose Mineta International Airport to VTA's Gudalupe LRT, Caltrain and future BART stations as well as provide circulation within the Airport.	Expansion	SCL090019	4	55,575	508,000
SCL	Santa Clara Co	Local Road	Montague Expwy Widening - Trade	In Santa Clara County: Widen Montague Expressway between Trade Zone and I-680.	Expansion	SCL090017	3	2,000	15,540
SCL	Santa Clara Co	Local Road	San Tomas Expressway Widening	In Santa Clara County: Widen San Tomas Expressway between El Camino Real and Williams Road including adding sidewalks, adding a Class 1 Bike Path and replacing sound walls. Project is phased.	Expansion	SCL110007	3	1,700	56,100
SCL	Santa Clara Co	Local Road	East San Jose Pedestrian Improvements	East San Jose: Various Roads: Fill in sidewalk gaps and provide ADA enhancements within existing rights-of-way	Expansion	SCL110121	2	2,660	2,660
SCL	Santa Clara Co	Local Road	San Tomas Expressway Box Culvert	In Santa Clara:Design, environmental clearance, and construction for rehabilitating the box culvert under San Tomas Expressway.	Maint/Rehab	SCL090002	6	11,300	12,050
SCL	Santa Clara Co	Local Road	Isabel Bridge Replacement (37C0089)	In Santa Clara County: Isabel Bridge (Bridge No. 37C0089) on San Antonio Valley Road, 8.3 miles east of Kincaid Rd: Replace existing one lane bridge with a two-lane bridge	Maint/Rehab	SCL110108	4	4,430	5,030
SCL	Santa Clara Co	Local Road	Oregon-Page Mill Expwy Improvements	Santa Clara County: On the Oregon-Page Mill Exwy btw US 101 and SR 82, Traffic improvements including traffic signal upgrade, optimizing timing plans & bike and ped facilities, and pavement microsurfacing	SystMgmt	SCL050080	9	3,812	4,412
SCL	Santa Clara Co	Local Road	Central Expressway Auxiliary Lanes	Design, environmental clearance and construction to add auxiliary lanes on Central Expressway between Lawrence Expressway and Mary Avenue.	SystMgmt	SCL070049	7	1,300	17,000
SCL	Santa Clara Co	Local Road	Page Mill Road/I-280 Interchange	In Santa Clara County: modify I-280/Page Mill Road interchange.	SystMgmt	SCL110004	2	6,820	7,820

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Santa Clara County

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SCL	Santa Clara Co	Local Road	SR2S for Santa Clara County	Santa Clara County: Provide a comprehensive Safe Routes to Schools education and awareness program, countywide outreach, and a teen-centered middle/high school project.	SystMgmt	SCL110051	2		1,130
SCL	Santa Clara Co	State Hwy	US 101/Montague Expressway	Reconfigure current interchange into a "parclo" interchange at US 101 and Montague Expressway.	Expansion	SCL090027	3	13,000	13,500
SCL	Saratoga	Local Road	Highway 9 Safety Improvements	In Saratoga: Install pedestrian pathways on one side of Highway 9. (This project also references RTP ID 240746)	SystMgmt	SCL070050	8	1,084	2,626
SCL	Sunnyvale	Local Road	SR 237/US 101/Mathilda Interchange	In Sunnyvale: Modify US 101/Mathilda and SR 237/Mathilda interchanges to relieve congestion and improve local circulation.	SystMgmt	SCL130001	1	4,000	15,000
SCL	VTA	Local Road	Santa Clara Grade-Separated	In Santa Clara: Construct a grade-separated pedestrian crossing at the Santa Clara Caltrain station.	Expansion	SCL090031	3	2,025	11,384
SCL	VTA	Local Road	Regional Planning Activities and PPM -	Santa Clara: Regional Planning Activities and Planning, Programming and Monitoring	SystMgmt	SCL090035	11	5,751	17,005
SCL	VTA	State Hwy	I-880 Coleman Avenue I/C	In San Jose: I-880@Coleman; Reconst. Coleman Ave. bridge & realign, reconst. all ramps accessing I-880; add new direct connector ramp to SB I-880 from Airport & Newhall plus landscaping (Garvee SCL030012).	Expansion	SCL010019	15	2,703	78,044
SCL	VTA	State Hwy	SR-152/SR-156 Interchange	SR-152/SR-156: WB SR-152 to SB-SR-156; Construct a flyover and other improvements at the interchange. Perform PA/ED studies for capacity improvements needed for the 152/156 interchange. HPP earmark Nos. 1759 & 1793	Expansion	SCL010040	17	3,937	44,983
SCL	VTA	State Hwy	Garvee Debt. Srv. - SCL010019,	Santa Clara County: Garvee Debt Service Payment for issue of bonds for the State Route 87 HOV projects (SCL990031 and SCL010019 & SCL990030), and I-880/Coleman.	Expansion	SCL030012	8	48,300	173,967
SCL	VTA	State Hwy	New SR152 Alignment Study	Santa Clara/ San Benito counties: Complete PA&ED for new alignment of SR152 between US101 and SR156 in Santa Clara and San Benito counties.	Expansion	SCL090016	5		10,000
SCL	VTA	State Hwy	SR 85 Express Lanes	In Santa Clara County: Implement roadway pricing on SR 85 carpool lane. Construct additional express lane in each direction between I-280 and Route 87 and add aux lane on 85.	Expansion	SCL090030	8	166,200	170,000
SCL	VTA	State Hwy	Santa Clara County - US 101 Express	Santa Clara County: US 101 from Dunne Ave in Morgan Hill to San Mateo county line in Palo Alto: Convert existing US 101 HOV lane to express lane, add a second express lane and add SB aux lanes between Great America Parkway and Lawrence Expressway.	Expansion	SCL110002	3	4,000	425,000
SCL	VTA	State Hwy	SR 237 Express Lanes: Zanker Rd to	In Santa Clara County: Implement roadway pricing on SR 237 carpool lane.	Expansion	SCL110008	4	6,000	16,000
SCL	VTA	State Hwy	SR 237 Express Lanes : Mathilda	In Santa Clara County: Build new HOV/express lanes on SR 237 between Mathilda Avenue and SR 85.	Expansion	SCL130002	1	5,200	83,790
SCL	VTA	Transit	BART - Berryessa to San Jose Extension	BART: Extend BART from Berryessa Station to San Jose and Santa Clara. (Please see expanded project description for more details.)	Expansion	BRT030001	14	839,935	3,962,300

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Santa Clara County

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SCL	VTA	Transit	Capitol Expressway LRT Extension-	Phase II of the project will provide light rail extension in the East Valley extending the Capitol Avenue light Rail line 2.6 miles from the existing Alum Rock Transit Center to a rebuilt Eastridge Transit Center.	Expansion	SCL050009	11	215,734	293,900
SCL	VTA	Transit	Santa Clara/Alum Rock Transit	In San Jose: Implement BRT improvements in the Santa Clara/Alum Rock route for BRT lines 522 and 523, including: dedicated guideways, signal prioritization, ticket vending machines, premium BRT stations, real-time information, and specialized vehicles.	Expansion	SCL090001	5	78,308	115,263
SCL	VTA	Transit	LRT Extension to Vasona Junction	In Campbell: Extend the light-rail line from the existing Winchester Station to a new Vasona Junction Station, near Route 85.	Expansion	SCL090040	3	5,000	176,000
SCL	VTA	Transit	BART - Warm Springs to Berryessa	In Santa Clara County: This project will extend BART from Warm Springs to the future Berryessa Station in San Jose, California.	Expansion	SCL110005	6	1,897,360	2,521,900
SCL	VTA	Transit	El Camino Real Bus Rapid Transit	In Santa Clara County: Implement Bus Rapid Transit improvements on El Camino Real/The Alameda including: dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines, premium BRT stations, real-time information, and vehicles.	Expansion	SCL110009	2	231,700	233,700
SCL	VTA	Transit	VTA: Stevens Creek Bus Rapid Transit	Implement Bus Rapid Transit improvements in the Stevens Creek corridor including: dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines, premium BRT stations, real-time information, and specialized vehicles.	Expansion	SCL110010	5	157,500	161,507
SCL	VTA	Transit	VTA - Standard & Small Bus	VTA: Standard and Small Bus Replacement	Maint/Rehab	SCL050001	11	36,667	122,687
SCL	VTA	Transit	VTA - Rail Replacement Program	VTA: Rail Replacement Program throughout the Light Rail system (no rail expansion).	Maint/Rehab	SCL050002	15	6,368	21,639
SCL	VTA	Transit	Replace Bus Fareboxes	VTA: Purchase new "Next Generation" validating bus fare collection system to replace existing fareboxes.	Maint/Rehab	SCL050044	8		10,514
SCL	VTA	Transit	VTA: Rail Substation	VTA: Guadalupe Light Rail Corridor; Rehabilitate electrical elements (such as disconnect switches, DC breakers, etc.) of traction power substations.	Maint/Rehab	SCL050049	12	4,178	20,370
SCL	VTA	Transit	VTA: TP OCS Rehab & Replacement	VTA: Rehabilitate and replace overhead catenary system (OCS) and associated components	Maint/Rehab	SCL090044	6	4,178	14,562
SCL	VTA	Transit	VTA: Light Rail Bridge and Structure -	Various Locations: Light rail bridge and structure defect investigation and repair. Stabilization measures to address Hamilton structure settlement.	Maint/Rehab	SCL110099	2		1,700
SCL	VTA	Transit	VTA: Kinkisharyo LRV Overhaul	VTA: Scheduled overhaul of Kinkisharyo Light Rail Vehicles.	Maint/Rehab	SCL110100	2		1,287
SCL	VTA	Transit	VTA: LRV Body Shop Dust Separation	At the Guadalupe Operations Division: Install a dust separation wall in the light rail vehicle body shop.	Maint/Rehab	SCL110101	2		693
SCL	VTA	Transit	VTA: LRV Maintenance Shop Hoist	VTA: In the LRV Maintenance shop, add an in-floor light rail vehicle hoist. The hoist will supplement existing hoist for additional capacity.	Maint/Rehab	SCL110102	2		3,437
SCL	VTA	Transit	VTA: Update Santa Teresa Interlock	VTA: Update Santa Teresa Interlock Signal House to facilitate train movements.	Maint/Rehab	SCL110103	2		860

Report sorted by: County, Sponsor, System, Purpose, TIP ID *(All funding shown in thousands of dollars)*

Santa Clara County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SCL	VTA	Transit	VTA: Light Rail Track Crossovers and	VTA: In the light rail system: Add light rail crossovers and switches to priority areas where crossovers are not currently available to enhance operational flexibility.	Maint/Rehab	SCL110104	2		724
SCL	VTA	Transit	VTA: LR Signal Assessment / SCADA	VTA: On the Guadalupe Light Rail Operating Division; Light Rail Signal Assessment / SCADA System Replacement.	Maint/Rehab	SCL110105	2		3,500
SCL	VTA	Transit	VTA: Diridon Tunnel Radio	VTA: In the Diridon Tunnel; Replace radio equipment as mandated by Federal Communications Commission.	Maint/Rehab	SCL110106	3		262
SCL	VTA	Transit	VTA: Preventive Maintenance	VTA: Preventive Maintenance of agency's fleet.	Maint/Rehab	SCL990046	32	92,057	570,833
SCL	VTA	Transit	VTA: ADA Operating Set Aside	VTA: ADA operating assistance set aside.	Operations	SCL050046	12	7,864	39,435
SCL	VTA	Transit	SCVTA: Low Income Fare Pilot Project	In Santa Clara County: SCVTA - Pilot project to promote transit ridership among low-income clients not currently eligible for transportation assistance and evaluate the success of pilot program in addressing this need and its applicability region-wide.	Operations	SCL110126	2	1,471	1,471
SCL	VTA	Transit	VTA: ADA Bus Stop Improvements	VTA: Various Locations: Construct ADA bus stop improvements. Improvements include wheelchair access improvements and improved lighting and signage. [Transit Enhancement]	SystMgmt	SCL050045	12	901	4,100
SCL	VTA	Transit	VTA: Renewable Energy Conversion	In Mountain View: North Bus Operating Division; Convert to solar power. The photovoltaic system will offset 100 percent of the electricity use at this facility.	SystMgmt	SCL090041	3		938
SCL	VTA	Transit	VTA: San Jose High Volume Bus Stop	In San Jose: VTA bus stops; Expand and enhance existing and/or construct new bus stops at high-volume locations.	SystMgmt	SCL090043	4		750
SCL	VTA	Transit	VTA:Light Rail Transit Signal Priority	In Santa Clara County: implement a real-time, reliable transit signal prioritization and light rail vehicle detection system.	SystMgmt	SCL110119	3		1,793
SCL	VTA	Transit	Together We Ride One-Call/One-Click	In Santa Clara County: Build or expand local One-Call/One-Click Centers in Santa Clara County to improve access to a wide array of transportation services available for veterans, military personnel and their families.	SystMgmt	SCL110120	3	2,050	2,050
Totals for Santa Clara County								4,038,674	10,471,560

Metropolitan Transportation Commission

TIP Project Listing by County

2013 TIP: FY12/13 through FY17/18

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(All funding shown in thousands of dollars)

San Francisco County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SF	BART	Transit	BART/MUNI Direct Connection Platform	BART/MUNI; Embarcadero & Civic Center Stations; Provide a direct connection platform between the BART & MUNI at both stations.	Expansion	SF-050014	5	3,000	3,000
SF	BART	Transit	Balboa Park Station Eastside Walkway	Enhance the Balboa Park Station providing major accessibility and safety improvements.	SystMgmt	SF-090040	3		13,155
SF	BART	Transit	24th Street/Mission BART Plaza	San Francisco: 24th St BART Station: Plaza improvements, a bus bulb-out on Mission Street at the SW BART plaza, and raised crosswalks on 24th Street at intersecting alleys.	SystMgmt	SF-090051	4	1,235	4,014
SF	BART	Transit	Regional Real-Time Transit Information	In downtown Oakland and downtown San Francisco: at six key intermodal BART stations: add additional real time transit information displays	SystMgmt	SF-110044	2	4,400	4,400
SF	BART	Transit	BART 24th Street Train Control	BART: 24th St. Station: Upgrade train control capability, including turn back facilities, to provide operational flexibility	SystMgmt	SF-110048	2	2,260	2,260
SF	Caltrain	Transit	Caltrain Electrification	Caltrain: From San Francisco to Gilroy: Electrification of the caltrain corridor from San Francisco to Tamien, including caternary poles, wires, power supply, track and signals, and Electric Multiple Units (EMU's).	Maint/Rehab	SF-010028	11	632,140	1,225,000
SF	GGBHTD	Local Road	Golden Gate Bridge - Moveable Median	Marin/San Francisco Counties: Golden Gate Bridge; Install moveable median barrier on the Golden Gate Bridge to provide a physical separation between opposing directions of traffic.	SystMgmt	SF-070037	14	20,000	25,000
SF	MTC	Local Road	City CarShare Pilot Program	City and County of San Francisco; Expand car sharing services to serve low and moderate-income neighborhoods (Project is Con Phase Only).	SystMgmt	SF-050043	7		2,986
SF	MTC	Local Road	Regional Planning Activities and PPM -	San Francisco: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	SystMgmt	SF-090030	11	2,503	9,836
SF	Port of SF	Local Road	San Francisco Cargo Way Bay Trail Bike	In San Francisco: On Cargo Way from Third Street to Jennings Street: Construct an on-street Class I bicycle facility, including a physical barrier, signage, striping, lane demarcations and signal modifications	Expansion	SF-110014	2		474
SF	Port of SF	Local Road	Pier 70 Shoreline Open Space	San Francisco: Port of San Francisco Pier 70; Implement Shoreline Open Space improvements including a historic preservation 22nd Street connection. Port Project listed for informational purposes only.	SystMgmt	SF-070014	4	1,000	1,000
SF	Port of SF	Transit	San Francisco Downtown Ferry	San Francisco: Downtown Ferry Terminal; Transit improvements including new intermodal transfer areas, ferry facilities, bike/ped improvements, passenger amenities and P.I. provisions.	Maint/Rehab	SF-070010	6	1,000	20,000
SF	Port of SF	Transit	Fishermans Wharf Ferry Terminal	San Francisco: Fisherman Wharf at Pier 41 to Pier 45; Implement transit improvements structural improvements, new intermodal transfer areas, ferry facilities, bike/ped improvements etc.	Maint/Rehab	SF-070012	6	1,000	8,000
SF	Port of SF	Transit	Embarcadero Corridor Transportation	San Francisco: Embarcadero corridor (China Basin & Fisherman"s Wharf); Improvements to transit services including signage, parking management strategies, bike/ped improvements & other outreach projects.	SystMgmt	SF-070009	5	1,500	5,350

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San Francisco County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SF	SF City/County	Local Road	Local PDA Planning - San Francisco	San Francisco City/County: Planning assistance to support transportation investments and improve performance in Priority Development Areas (PDAs)	SystMgmt	SF-110047	2	2,689	2,689
SF	SF County TA	Local Road	Treasure Is/Yerba Buena Is Street	In treasure Island: Implement Treasure Island/Yerba Buena Island street network Project includes a new street network, traffic calming, bike & pedestrian improvements, streetscape and transit/shuttle stops.	Expansion	SF-130004	1	2,500	47,960
SF	SF County TA	Local Road	Integrated Public-Private Partnership	San Francisco: Implement pilot TDM strategies: (a) parking cash-out programs and TDM related approaches, and (b) Muni Partners shuttle coordination and expansion. Includes program evaluation.	SystMgmt	SF-110011	2	25	1,025
SF	SF County TA	Local Road	San Francisco Parking Pricing and	San Francisco: Develop and evaluate parking-based approaches for the management of areawide traffic congestion in San Francisco.	SystMgmt	SF-110038	3	600	600
SF	SF County TA	Local Road	Treasure Island Congestion Pricing	San Francisco: Treasure Island: Implement Congestion Pricing Program	SystMgmt	SF-110049	2	2,725	10,725
SF	SF County TA	Local Road	HOV Ramps: I-280/6th St Ramps-	San Francisco: I-280/6th St. I/C: Planning only for dedicated ramp for high-occupancy vehicles	SystMgmt	SF-130009	1	2,000	2,000
SF	SF County TA	State Hwy	HOV Lanes on US 101 in SF - Project	San Francisco: US 101 from SF county line to Cesar Chavez: Planning, Preliminary Engineering, and Environmental to convert one existing lane in each direction to HOV lanes	Expansion	SF-130008	1	2,000	2,000
SF	SF County TA	State Hwy	Yerba Buena Island (YBI) Ramp	San Francisco: On east side of the Yerba Buena Island Tunnel at SFOBB; Rehabilitate existing deficient bridges on the west side of the Island.	Maint/Rehab	SF-070027	10	217,850	233,447
SF	SF County TA	State Hwy	US 101 Doyle Drive Replacement	San Francisco: US 101 (Doyle Drive) from Lombard Street/Richardson Avenue to Route 1 Interchange; Replace/rehabilitate roadway.	Maint/Rehab	SF-991030	31	1,370,318	1,973,657
SF	SF County TA	Transit	Geary Bus Rapid Transit	Muni: On Geary Boulevard; Design and implement a rail-ready BRT project.	Expansion	SF-070004	4	35,400	183,700
SF	SF County TA	Transit	Van Ness Avenue Bus Rapid Transit	Muni: On Van Ness Avenue from Mission to Lombard; Design and implement a BRT project.	Expansion	SF-070005	8	60,965	125,432
SF	SF County TA	Transit	Oakdale Caltrain Station	Planning, preliminary engineering, and environmental work for a new Caltrain station at Oakdale near Palou and transit service adjustments to serve station.	Expansion	SF-090011	4	5,099	5,173
SF	SF County TA	Transit	Construct Treasure Island Bus Terminal	San Francisco: Treasure Island: Construct Treasure Island Bus Terminal Facility	Expansion	SF-130010	1	2,790	2,790
SF	SF County TA	Transit	Treausure Island Pricing Mobility	In Treasure Island: Pricing Program Mobility Improvements including Transit Capital and maintenance improvements. The project is phased	SystMgmt	SF-130005	1	2,000	23,500
SF	SF DPW	Local Road	Bayview Transportation Improvements	In San Francisco-Implement direct access routes from US 101 to the Hunters Point Shipyard along Cesar Chavez Street to Illinois Street, Cargo Way and Jennings St and along Cesar Chavez Street to Evans Avenue.	Expansion	SF-010038	9	1,000	37,170

Metropolitan Transportation Commission

TIP Project Listing by County

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San Francisco County

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SF	SF DPW	Local Road	Harney Way Roadway Widening	In San Francisco: Harney Way from US 101 to Jamestown:Improvements including right-of-way engineering, land acquisition for future widening of roadway, design, landscaping and sidewalk improvements, roadway construction, and traffic signal improvements.	Expansion	SF-090004	6	1,700	24,050
SF	SF DPW	Local Road	Hunters Pt Shipyard and Candlestick Pt	In San Francisco: Hunters Point Shipyard and Candlestick Point: Implement new local streets to support multi-modal mixed use development.The project is phased	Expansion	SF-110006	3	7,000	338,150
SF	SF DPW	Local Road	Southeast Waterfront Transportation	In San Francisco: Between Hunters Point Shipyard and Candlestick Point: improve roadways to facilitate connection of a 5-mile, multi-modal corridor, connecting project area with the Bayshore Intermodal Station. Project development was part of SF-010038	Expansion	SF-130006	1	105,572	254,281
SF	SF DPW	Local Road	HOPE SF Street Grid Phase 1	In San Francisco: Hunters View in Southeast at the intersections of Evans and Middle Point Road: realign existing streets and add new streets at public housing sites to improve transit, walking, and biking.	Expansion	SF-130007	1	10,000	10,000
SF	SF DPW	Local Road	4th St Bridge Seismic Retrofit & Rehab	San Francisco: On 4th St over Mission Channel waterway; Repair, seismic retrofit, and rehabilitation of 4th St. bridge.	Maint/Rehab	SF-010004	11	12,132	52,540
SF	SF DPW	Local Road	Citywide:San Francisco Street	San Francisco: Citywide; implement street improvement program, including greening, streetscape and sidewalk reconstruction. Project will be constructed in phases	Maint/Rehab	SF-050042	12	1,485	16,859
SF	SF DPW	Local Road	San Francisco - Arelious Walker	In San Francisco: Arelious Walker Stairway Improvement Project - will include leveling of stairway landings and individual stairs, repair or replace handrails, sidewalk repair and vegetation removal.	Maint/Rehab	SF-090036	7	200	1,230
SF	SF DPW	Local Road	Great Highway Restoration	Implement a solution to restore and stabilize the Great Highway, stop bluff slides, and protect City infrastructure.	Maint/Rehab	SF-110005	3	2,320	13,129
SF	SF DPW	Local Road	San Francisco - Folsom Streetscape and	San Francisco: On Folsom Street from 19th Street to Cesar Chavez: Streetscape and pedestrian improvements; and pavement rehabilitation	Maint/Rehab	SF-110007	4		5,543
SF	SF DPW	Local Road	San Francisco - Broadway Streetscape	San Francisco: Streetscape and pedestrian improvements Kearny Street to Montgomery Street; and pavement rehabilitation on Broadway Street from Kearny Street to Battery Street.	Maint/Rehab	SF-110009	4		1,912
SF	SF DPW	Local Road	San Francisco - Marina Green Bicycle	In San Francisco: Between Lyon Street and Laguna Street: Design and construct improvements to the multi-use Marina Green Trail	Maint/Rehab	SF-110013	3		1,257
SF	SF DPW	Local Road	San Francisco Point Lobos Streetscape	In San Francisco: Construct new median, clearing and installation of trees, low level shrub planting & irrigation in median and along sidewalk.	SystMgmt	SF-090038	6	10	595
SF	SF DPW	Local Road	South of Market Alleyways	In San Francisco: Six alleyways in the South of Market neighborhood: Steetscape improvements include items such as new raised crosswalks, traffic chicanes, textured asphalt paving, new landscaping, and new street lights.	SystMgmt	SF-110012	4	1,766	2,340

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San Francisco County

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SF	SF DPW	Local Road	SF- Better Market Street Transportation	In San Francisco: Market St from Steuart St to Octavia Blvd: improve roadway, including resurfacing, sidewalk and transit boarding improvements, transit connections, traffic signals, transportation circulation changes and utility relocation and upgrade.	SystMgmt	SF-130001	1	2,000	206,400
SF	SF DPW	State Hwy	SR 1 - 19th Avenue Median	In San Francisco: Median landscaping improvements along the 19th Avenue Corridor from Lincoln Way to Wawona Street.	SystMgmt	SF-070025	7		1,337
SF	SFDPH	Local Road	San Franscico SR2S - Education and	In San Francisco: Countywide: Expansion of the existing San Francisco SR2S education and outreach program.	SystMgmt	SF-110015	4		590
SF	SFMTA	Local Road	San Francisco Bicycle Route	San Francisco: Develop and implement preferred designs for closing existing gaps in the San Francisco Bicycle Route Network.	Expansion	SF-070036	4	2,350	5,465
SF	SFMTA	Local Road	San Francisco Bicycle Parking	In San Francisco: Various Locations: Up to 1,186 bicycle parking spaces will be installed using a variety of bicycle storage facilities including but not limited to on-street corrals and off-street racks.	Expansion	SF-090039	6		235
SF	SFMTA	Local Road	Mission Bay/UCSF Multi-Modal	San Francisco: Mission Bay: street additions, connections, realignments, improvements and enhancements; widen I-280/Mariposa off-ramp; and construct a transit loop for the T-third light rail line.	Expansion	SF-110002	3	11,382	62,282
SF	SFMTA	Local Road	Sunset and AP Giannini SR2S	In San Francisco: On neighborhood streets near Sunset Elementary School and AP Giannini Middle School; Construct a bike lane and pedestrian safety & traffic calming improvements.	Expansion	SF-110029	4	654	804
SF	SFMTA	Local Road	Linked Priced Electric Bikesharing	Apply ITS technology and differential pricing with the colocation of shared electric bicycles within City CarShare's existing systems, at high demand parking locations in San Francisco and select Bay Area cities.	Expansion	SF-110037	3	3,175	4,456
SF	SFMTA	Local Road	Implement Parkmerced Street Network	In San Francisco: Implement Parkmerced Street Network (includes a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops)	Expansion	SF-130002	1	1,000	47,960
SF	SFMTA	Local Road	SF Downtown Parking Pricing	San Francisco: Downtown: Implement variable pricing program study and assess options for implementing a residential parking pricing pilot and develop transferable technical specifications for SF park	SystMgmt	SF-070040	11	525	46,525
SF	SFMTA	Local Road	San Francisco - Various Pedestrian	In San Francisco: Installation of accessible pedestrian signals (APS) and pedestrian countdown signals for safety and access improvement.	SystMgmt	SF-090029	7		466
SF	SFMTA	Local Road	Church and Duboce Bike/Ped	San Francisco: Church Street at Market Street and on Noe Street between Duboce Avenue and 14th Street: Install and construct pedestrian and bicycle safety improvements including: curb cuts and signal modifications, curb bulb outs and bicycle racks.	SystMgmt	SF-090041	5		474

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San Francisco County

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SF	SFMTA	Local Road	Sunset Boulevard Ped Safety and	San Francisco: On a two-mile stretch of Sunset Boulvard between Irving Street and Ocean Avenue: Install 4 ped signals, countdown features and accessible pedestrian signals (APS) for visually impaired users.	SystMgmt	SF-090042	7	633	1,299
SF	SFMTA	Local Road	Second St Phase 1 - SFgo Signal Rehab	San Francisco: On 2nd St. between Market and Bryant: Design and install upgraded replacement underground interconnect conduits, pull boxes, fiber cables, and signal controllers	SystMgmt	SF-110008	6		841
SF	SFMTA	Local Road	SF Ped Safety and Encouragement	San Francisco: City-wide: 18-month pedestrian safety and encouragement campaign	SystMgmt	SF-110039	2	851	1,000
SF	SFMTA	Local Road	SF Crosswalk Conversion	San Francisco: At 12 uncontrolled crosswalks: Implement continental crosswalks and advance yield lines; At 21 signal or STOP controlled intersections: Implement continental crosswalks	SystMgmt	SF-110040	2	378	378
SF	SFMTA	State Hwy	SFGO-Corridor Management	Focused on the US 101 /Van Ness and Market Street corridors; Install new communications network and advanced traffic signal control systems with elements citywide.	SystMgmt	SF-070030	13		54,871
SF	SFMTA	Transit	SF Muni Third St LRT Phase 2 - New	San Francisco: North-south alignment under 4th St. to Market, then under Geary to Stockton & under Stockton to Clay St; Extend the Light Rail line project includes procurement of four LRVs.	Expansion	SF-010037	22	1,008,694	1,570,000
SF	SFMTA	Transit	Glen Park Intermodal Facility	Muni: Glen Park Facility; Transit connectivity enhancements to improve connections between Muni and BART.	Expansion	SF-050039	5	450	4,296
SF	SFMTA	Transit	Historic Streetcar Extension to Fort	San Francisco: From Fisherman"s Wharf through National Park Service lands in Aquatic Park to Fort Mason; Extend the E-line or the current F-line service.	Expansion	SF-070003	4	1,000	1,500
SF	SFMTA	Transit	Additional Light Rail Vehicles to Expand	SFMTA: Addition of 10 light rail vehicles to expand service and reduce overcrowding on Muni Light rail lines.	Expansion	SF-090012	3	700	44,473
SF	SFMTA	Transit	Geneva/Harney Limited/Express Bus	Muni: provide 22 vehicles to operate Bus Rapid Transit service on existing streets in the Geneva/Harney corridor	Expansion	SF-090013	3	2,000	28,000
SF	SFMTA	Transit	Transit Center in Hunters Point	Muni:Transit Center in Hunters Point; Construct 10 bays, Low-level platform, Operator restroom, bus shelters,Electrical ductbank for MUNI power,etc	Expansion	SF-090016	3	2,000	22,000
SF	SFMTA	Transit	Express/Ltd Bus Service into Hunters	Muni: Procure and customize 20 trolley vehicles to operate new peak-period Bus Rapid Transit Service between Hunters Point and Downtown San Francisco.	Expansion	SF-090017	4	2,000	21,800
SF	SFMTA	Transit	Oakdale-Palou Interim High-Capacity	Muni: Procure, provide and customize 18 vehicles to operate High-Capacity Bus Service on existing transit corridor in the Bayview anticipating future Transit-Preferential Streets improvements.	Expansion	SF-090018	3	4,000	22,000
SF	SFMTA	Transit	Extended Trolleybus Service into	SFMTA: Procure 5 electric trolley vehicles and construct 1 mile overhead wire infrastructure to extend High-Capacity Bus Service from existing transit corridor in the Bayview to Hunters Point	Expansion	SF-090019	4		51,000
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point -	SFMTA: Extension of Geneva Harney BRT with an additional 0.35 miles from Bayshore/Geneva to Bayshore Transit Center, includes special bus shelters/landscaping/art for identity	Expansion	SF-090020	3	1,000	34,000

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SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point -	SFMTA: Construct BRT in exclusive right-of-way on Geneva from Balboa BART to Naples. Construct TPS treatments on Geneva from Naples to Bayshore Blvd.	Expansion	SF-090021	3	2,200	53,000
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point -	San Francisco: Bayview and Hunters Point: Construct extension of Geneva Harney BRT from Bayshore Transit Center to Hunters Point Transit Center	Expansion	SF-090023	3	8,230	80,910
SF	SFMTA	Transit	Phelan Loop Pedestrian and Street	In San Francisco: Phelan Loop at Ocean Ave, Geneva Ave and Phelan Ave. Pedestrian and Street Beautification; Construct new sidewalks, ped signals, accessible ramps, textured crosswalks, landscape. Relocate existing bus terminal.	Expansion	SF-090037	7	574	10,696
SF	SFMTA	Transit	19th Ave. & Parkmerced M-Line	In San Francisco: Extend light rail corridor into Parkmerced development project, add three new light rail stations and facilities. Add rail track and operator support facilities.	Expansion	SF-130003	1	2,000	80,940
SF	SFMTA	Transit	Misc Security Improvements & Graffiti	Muni: Security improvements for facilities, vehicles and equipment. Includes, but not limited to, CCTV, fencing, gates, lighting, electronic signage, and prompt graffiti cleanup to secure Muni assets and deter vandalism.	Maint/Rehab	SF-030004	9		26,456
SF	SFMTA	Transit	SFMTA: Wayside Fare Collection	Muni: Replacement of life-expired fare collection equipment.	Maint/Rehab	SF-030013	15		38,816
SF	SFMTA	Transit	SFMTA:Train Control & Trolley Signal	SFMTA: Rehabilitate or replace elements of the Wayside/Central Train Control & trolley Signal Systems.	Maint/Rehab	SF-050024	11		53,020
SF	SFMTA	Transit	SFMTA: Escalator Rehabilitation	SFMTA: Replace 28 escalator at 7 stations in the Muni Metro System.	Maint/Rehab	SF-050026	9		20,290
SF	SFMTA	Transit	Light Rail Vehicle Overhaul Program	Muni: Systematic overhaul of all light rail vehicles components in agency fleet.	Maint/Rehab	SF-050034	8	11,133	52,305
SF	SFMTA	Transit	Central Control - Facility Replacement	SFMTA: Transit Central Control Facility: Reconstruct and modernize the facility and systems; Project is phased	Maint/Rehab	SF-070007	5		12,747
SF	SFMTA	Transit	SFMTA: Trolley Coach Replacement	SFMTA: Replace 60, 1994 60' articulated Trolley Coaches with either Motor Coaches or Trolley Coaches.	Maint/Rehab	SF-070045	12	33,358	128,218
SF	SFMTA	Transit	SFMTA: Rehab 170 Neoplans	SFMTA: Rehabilitate 170 Neoplans to extend the useful life.	Maint/Rehab	SF-070046	7		18,290
SF	SFMTA	Transit	SF Muni - Preventive Maintenance	SF Muni - Preventive Maintenance	Maint/Rehab	SF-090031	6	1,808	15,093
SF	SFMTA	Transit	SFMTA: Paratransit Vehicle	SFMTA: Paratransit service across San Francisco; preserve service and replace 67 paratransit vehicles	Maint/Rehab	SF-090035	5	5,205	9,358
SF	SFMTA	Transit	SFMTA: Replace 45 NABI Motor Coaches	SFMTA: Replace 45 NABI standard motor coaches and 17 Gillig Buses that are at the end of their useful life.	Maint/Rehab	SF-090043	6	30,578	61,693
SF	SFMTA	Transit	SFMTA Transportation Asset	San Francisco: SFMTA wil implement an Enterprise Asset Management (EAM) system to inventory all of its major assets. By using an EAM system, SFMTA will be able to store data on age, condition, and needs of different asset types.	Maint/Rehab	SF-110010	2		11,000
SF	SFMTA	Transit	SFMTA Replace 58 40' Neoplan Buses	SFMTA: Replace 58 40' Neoplan Buses originally in service in 2002 with 58 40' hybrid buses.	Maint/Rehab	SF-110050	2	41,389	41,389

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San Francisco County

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SF	SFMTA	Transit	SFMTA: Replace 26 60' Neoplan Buses	SFMTA: Replace 26 60' Neoplan Buses diesel buses originally in service in 2002 with 26 60' hybrid buses. Manufacturer to be determined. Included in RTP and agency Transit Fleet Management Plan; has reasonable cost estimates.	Maint/Rehab	SF-110051	2	26,073	26,073
SF	SFMTA	Transit	SF Muni Rail Replacement Program	SFMTA: Systemwide - Phased design and replacement of trackway and related systems serving light rail and cable car lines.	Maint/Rehab	SF-95037B	14	83,080	223,147
SF	SFMTA	Transit	SFMTA: Cable Car Vehicle Renovation	San Francisco: Rehabilitate up to four Cable Car vehicles in one year - two undergoing reconstruction, one in major overhaul, and one in minor overhaul.	Maint/Rehab	SF-970073	20	2,400	22,355
SF	SFMTA	Transit	SFMTA: Trolley Overhead Recon.	San Francisco: LRT: Phased design and replacement of the overhead wires and related traction power system serving light rail and trolley coach lines.	Maint/Rehab	SF-970170	25	1,845	144,303
SF	SFMTA	Transit	Islais Creek Motor Coach Facility	Muni: Islais Creek Motor Coach Facility; Develop a new operating division to replace the Kirkland motor coach operating facility when it is vacated for redevelopment. Phase 2 will construct a Maintenance and Operations Bldg.	Maint/Rehab	SF-990004	15		120,985
SF	SFMTA	Transit	Cable Car Traction Power & Guideway	SFMTA: Cable Car Traction Power and Guideway Rehab; Repair various guideway and infrastructure & make improvements to the cable car system.	Maint/Rehab	SF-99T002	17		68,240
SF	SFMTA	Transit	SFMTA: Historic Rail Car rehabilitation	SFMTA: San Francisco; Rehabilitation of historic light rail vehicles for operation.	Maint/Rehab	SF-99T005	20		87,394
SF	SFMTA	Transit	SFMTA - Free Muni for Youth Program	SFMTA - Implement a Pilot Program to provide free Muni to low and moderate income youth in San Francisco between the ages of 5 and 17	Operations	SF-110052	2	1,807	1,807
SF	SFMTA	Transit	SFMTA: ADA Paratransit operating	Muni: ADA Paratransit Operating Subsidy.; provides funding for increased van/taxi services to people with disabilities who are prevented from using Muni's fixed route services.	Operations	SF-990022	16	28,735	206,983
SF	SFMTA	Transit	SFMTA: TEP Capital Implementation	SFMTA: Design and construction of investments focused on reliability improvements, travel time reductions, and Muni route updates. This is a phased project.	SystMgmt	SF-090032	5	1,000	7,624
SF	SFMTA	Transit	San Francisco Market & Haight St.	San Francisco: Haight St. between Laguna and Market St: Convert to two way for transit operations, this includes work on the overhead wires, traffic signals, and streetscape/pedestrian improvements.	SystMgmt	SF-110016	5		4,572
SF	SFMTA	Transit	SFMTA: N-Judah Customer First	SFMTA: On the N-Judah transit Corridor : enhancements include but are not limited to the following: Colorizing existing dedicated transit lanes, Transit Signal Priority, Vehicle Branding, and Enhanced stop identification.	SystMgmt	SF-110042	5	716	6,100
SF	SFMTA	Transit	SFMTA: Mission Customer First	San Francisco: on Mission Corridor: implement enhancements to transit including but not limited to the following: Colorizing existing dedicated transit lanes, Transit Signal Priority, Vehicle Branding, and Enhanced stop identification	SystMgmt	SF-110043	5	5,057	10,440

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

San Francisco County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SF	SFMTA	Transit	SFMTA: 8X Customer First Program	Project improves mobility and accessibility by moving people faster and with higher reliability. This premium transit service improves connections by providing a network benefit and expanding the range of destinations for 8X customers.	SystMgmt	SF-110045	2	11,637	11,637
SF	SFMTA	Transit	Global Positioning System	Muni: Global Positioning System, Central Control, and Radio system replacement project.	SystMgmt	SF-990003	17	9,500	28,927
SF	TBJPA	Transit	Transbay Term/Caltrain Downtown Ext	San Francisco: Transbay Transit Center; Replacement and expansion of the terminal at the present site.	Expansion	SF-010015	13	701,454	1,588,776
SF	TBJPA	Transit	Transbay Terminal/Caltrain Downtown	San Francisco: Transbay Terminal; Extend Caltrain commuter rail service from Fourth/Townsend to Transbay Transit Center.	Expansion	SF-050002	7	562,000	2,595,811
SF	TBJPA	Transit	Transbay Transit Center - TIFIA Loan	San Francisco, Transbay Transit Center: TIFIA Loan debt service for Phase 1 & 2. Update annual debt service amounts based on TIFIA loan agreement.	Expansion	SF-070029	5	4,088	1,075,061
SF	WETA	Transit	WETA: Replace Ferry Vessels	WETA: Fund the replacement of all existing ferry vessels for WETA when the vessels reach the end of their useful life of 25 years.	Maint/Rehab	SF-110053	2	21,740	21,740
Totals for San Francisco County								5,162,583	13,898,873

Metropolitan Transportation Commission

TIP Project Listing by County

2013 TIP: FY12/13 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

San Mateo County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SM	BART	Transit	BART: Preventive Maintenance	BART: Systemwide; Preventive Maintenance	Maint/Rehab	SM-050005	9		33,214
SM	BART	Transit	Daly City BART Station Improvements	At the Daly City BART station: improve wayfinding signage, bicycle access improvements, and shuttle stop enhancements.	SystMgmt	SM-070030	6		1,290
SM	Brisbane	Local Road	Bayshore Corridor North South Bikeway	Installation for Phase II of a Class II Bikeway which requires AC paving, restriping, and installation of signage. A small segment of the bikeway will require construction of a center concrete barrier.	Expansion	SM-090041	3		803
SM	Brisbane	State Hwy	US 101/Candlestick Interchange	In San Mateo County: U.S. 101/Candlestick Point Interchange - Reconfigure interchange to allow for safer and better flow of traffic	SystMgmt	SM-090004	3	400	13,890
SM	CCAG	Local Road	San Mateo Countywide ITS	San Mateo County: County-wide; ITS improvements at various locations in San Mateo County.	SystMgmt	SM-070002	7	4,298	4,298
SM	CCAG	Local Road	San Mateo County Traffic Incident	In San Mateo County: Implement traffic incident management strategies by deploying Intelligent Transportation System (ITS) elements.	SystMgmt	SM-070037	11	1,715	27,532
SM	CCAG	Local Road	San Mateo County SR2S Program	San Mateo County: Countywide: Provide modularized safe routes to school programs and projects that focuses on education, encouragement, evaluation and enforcement components to all interested schools.	SystMgmt	SM-110022	4	2,992	4,607
SM	CCAG	State Hwy	Dumbarton Bridge to US101	East Palo Alto: Dumbarton Bridge at US 101; Study of connection between the Dumbarton Bridge and Highway 101. SAFETEA Earmark HPP #3062 ($400K)	SystMgmt	SM-070029	6	478	478
SM	Caltrain	Transit	Caltrain South Terminal Phase II and III	Phase II of this project is to construct an additional mainline track and new signal controls just north of Diridon Station. Phase III is to install an additional mainline track and signal controls just south of Diridon Station.	Expansion	SM-070008	5	14,000	15,500
SM	Caltrain	Transit	San Mateo Bridges Replacement	City of San Mateo: Caltrain Corridor - replace the bridge decks at existing Poplar, Santa Inez, Monte Diablo and Tilton railroad grade separations.	Maint/Rehab	SM-010054	12	9,072	36,943
SM	Caltrain	Transit	Narrow Banding Project	Caltrain: Develop a project strategy plan to identify Caltrain's radio equipment that cannot be modified/reprogrammed to narrow bridge banding and to produce a master voice systems plan.	Maint/Rehab	SM-090001	3		2,593
SM	Caltrain	Transit	Caltrain: ADA Operating Set-aside	Caltrain: ADA Paratransit Operating assistance set-aside	Operations	SM-050040	13	99	1,542
SM	Caltrain	Transit	Caltrain: Systemwide Security	Caltrain: Security enhancements such as fencing, the installation of panic buttons, fire alarms, surveillance/communication equipment and site hardening of facilities along the Caltrain Corridor.	SystMgmt	SM-030010	14	939	16,152
SM	Caltrain	Transit	VMS-PA Systems Integration	Caltrain: Develop integrated visual messaging signs (VMS) and a public address (PA) system.	SystMgmt	SM-070032	4		1,100
SM	Caltrain	Transit	Caltrain Grade Separation Program	Along the Caltrain line, provide grade separations of existing crossings at San Bruno, San Mateo, and Angus Avenues in San Bruno and the demolition of the existing San Bruno Station, and reconstruct it between San Bruno and San Mateo Avenues.	SystMgmt	SM-090021	3		147,050

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

San Mateo County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SM	Caltrans	State Hwy	US 101 Auxiliary Lanes - 3rd to	Cities of San Mateo & Millbrae: Route 101 from 3rd Ave. in San Mateo to Millbrae Avenue in Millbrae; Construct new Auxiliary Lanes, reconstruct overcrossing & install ramp meters.	Expansion	SM-010031	14		188,240
SM	Caltrans	State Hwy	US 101 Auxiliary Lanes - Marsh Road to	San Mateo County: On US 101 from Santa Clara County Line to Marsh Road; Construct new Auxiliary Lanes.	Expansion	SM-030001	15		107,223
SM	Caltrans	State Hwy	US 101 / Broadway Interchange	City of Burlingame: US 101/Broadway Interchange; Reconstruct and reconfigure interchange. Replace existing bridge with a wider bridge structure. CMAQ funds to be used on bike/ped components of project.	Expansion	SM-050028	9	60,377	79,828
SM	Caltrans	State Hwy	SR 1 Devils Slide Bypass	San Mateo County: SR 1 between 2nd Street in Montara and Linda Mar Boulevard in Pacifica; Construct new bypass with tunnel(s) and approaches.	Maint/Rehab	SM-979013	16		504,893
SM	Caltrans	State Hwy	San Mateo County: Install TMS Elements	In San Mateo County, from Santa Clara County line to San Francisco county line. Install TMS Elements.	SystMgmt	SM-090023	4		2,163
SM	Caltrans	State Hwy	I-280 Wildlife Connectivity Research	Research wildlife connectivity on the I-280 Corridor	SystMgmt	SM-110004	3	86	468
SM	Daly City	Local Road	Daly City - Citywide Accessibility	Daly City: Various locations throughout the City: Project includes accessibility enhancements	Expansion	SM-110009	2		520
SM	Daly City	State Hwy	SR 82 Daly City-Mission St. Pedestrian	Daly City: Corner of Mission St. & John Daly Blvd & on Mission St. from John Daly Blvd to Alp St.: Construct transit & ped improvements including crossing & real time transit info (TLC/HIP).	SystMgmt	SM-050046	11		2,632
SM	East Palo Alto	Local Road	US 101 University Ave Overpass	E. Palo Alto: On University Ave across US 101 btw Woodland Ave and Donahoe St; Construct Bike Lane. HPP #3769	Expansion	SM-070006	5	2,399	2,399
SM	East Palo Alto	Local Road	Bay Rd Improvement Phase II & III	E. Palo Alto: On Bay Rd btw University & Fordham (Ph II) & btw Clarke/Illinois & Cooley Landing Ph. III; Improvements including resurface, streetscape, bike lanes, & other improvements. HPP #706 (remainder programmed in SM050019)	Maint/Rehab	SM-070004	6	10,456	11,880
SM	Foster City	Local Road	Foster City - Triton Drive Widening	In Foster City: Construct additional eastbound lane on Triton Drive between Foster City Blvd. and Pilgrim Drive. in addition, re-stripe Metro Center Boulevard and re-align traffic median on east bound MCB between the off-ramp and Foster City Boulevard	Expansion	SM-090005	4	650	800
SM	Foster City	State Hwy	State Route 92/Chess Drive - Ramp	In Foster City: At the SR 92/Chess Drive intersection; widen on and off ramps	Expansion	SM-090006	3	2,470	2,470
SM	Half Moon Bay	State Hwy	Route 1 improvements in Half Moon	In Half Moon Bay: On Route 1; Improve safety on Route 1, including adding protected left and right turn lanes at Route 1, adding through lanes on Route 1 at signalized intersections, and constructing new pedestrian/bicycle path	Expansion	SM-090015	5	7,050	7,050
SM	Half Moon Bay	State Hwy	Highway 1 Bicycle/Pedestrian Trail	In Half Moon Bay: On State Route 1 between Kehoe Avenue and Roosevelt Boulevard: Construct a paved bicycle/pedestrian trail	SystMgmt	SM-110027	2		595
SM	MTC	Local Road	Regional Planning Activities and PPM -	San Mateo: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	SystMgmt	SM-090024	11	2,448	9,552

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

San Mateo County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SM	MTC	Local Road	Local PDA Planning - San Mateo	San Mateo County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	SystMgmt	SM-110067	2	1,817	1,817
SM	MTC	Tollway	Dumbarton Bridge Seismic Retrofit	San Francisco Bay Area: Dumbarton Bridge: Upgrade the Dumbarton Bridge to meet all current seismic and safety design standards	Maint/Rehab	SM-130001	1	33,600	33,600
SM	Menlo Park	Local Road	Menlo Park 2010/11 Resurfacing of	Menlo Park: Marsh Road, Middlefield Road, Middle Avenue and Sand Hill Road, pavement rehabilitation.	Maint/Rehab	SM-110014	2		450
SM	Millbrae	Local Road	US 101 Millbrae Ave Bike/Ped Bridge	Millbrae: Across US 101 north of and adjacent to the existing Millbrae Avenue bridge; Construct a new 10-ft wide Class 1 mixed-use bike/ped overcrossing.	Expansion	SM-050053	6	1,062	12,462
SM	Pacifica	Local Road	FY 2014-15 Linda Mar Boulevard	In Pacifica: On Linda Mar Boulevard, Pavement Rehabilitation, from the Linda Mar Shopping Center to Adobe Drive.	Maint/Rehab	SM-110073	2	537	537
SM	Pacifica	State Hwy	SR 1 - Fassler to West Port Drive	In Pacifica: Route 1 between Fassler Ave. & West Port Dr.; Add an additional lane in each direction.	Expansion	SM-050001	6	46,050	50,550
SM	Pacifica	State Hwy	SR1 San Pedro Creek Bridge	Pacifica: On State Route 1 at San Pedro Creek; Replace bridge and roadway approaches within Caltrans right of way. No new travel lanes.	Maint/Rehab	SM-050052	14	8,300	12,750
SM	Redwood City	Local Road	Blomquist Street Extension	In Redwood City: On Blomquist Street; extend from Seaport Blvd to Bair Island Road. Project may be phased.	Expansion	SM-090007	3	100	5,000
SM	Redwood City	Local Road	Bair Island Bay Trail Facility and	Redwod City: From the U.S. 101 auxiliary lane bike path (Class I) terminating at Whipple Avenue, to the existing Class II bike lanes of Bair Island Road: Provide a gap closure in the bike path	Expansion	SM-110025	2		431
SM	Redwood City	Local Road	Middlefield Rd and Woodside Rd	In Redwood City: At the intersection of Middlefield Rd and Woodside Rd; modify intersection to provide pedesrtrain facilities.	Expansion	SM-110065	2	425	425
SM	SMCTA	Local Road	Woodside Road Widening - El Camino	Redwood City: Widen portions of Woodside Road from 4 to 6 Lanes from El Camino Real to Broadway	Expansion	SM-090011	5	700	2,600
SM	SMCTA	State Hwy	SR 92 Shoulder Widening & Curve	Half Moon Bay: Rte 92 btw eastern city limits and Pilarcitos Creek; Widen shoulders, straighten curves and improve vertical sight distances. No additional travel lanes.	Expansion	SM-010002	14	600	5,300
SM	SMCTA	State Hwy	US 101 / Woodside Interchange	Redwood City: US101/Woodside; Reconstruct and reconfigure interchange.	Expansion	SM-050027	6	4,300	50,300
SM	SMCTA	State Hwy	Construct WB lane on Rte 92	In San Mateo County: On Route 92; Construct a West Bound portion of slow vehicle passing lane in the vicinity between Route 35 to I-280.	Expansion	SM-090003	3	600	20,800
SM	SMCTA	State Hwy	US 101 Aux lanes from Sierra Point to	San Mateo County: On US 101; Construct auxiliary lanes from Sierra Point to SF County Line	Expansion	SM-090009	3	2,300	6,600
SM	SMCTA	State Hwy	Improve Rte 92 from SM Bridge to I-	In San Mateo County: On Route 92; Widen and add an uphill passing lane from US 101 to I-280.	Expansion	SM-090013	3	700	35,200
SM	SMCTA	State Hwy	US 101 / Willow Road Interchange	Menlo Park: US 101 at Willow Road Interchange; Reconstruct and reconfigure interchange (No additional travel lanes).	Maint/Rehab	SM-010047	17	27,471	35,951

Report sorted by: County, Sponsor, System, Purpose, TIP ID

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San Mateo County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SM	SMCTA	State Hwy	I-280/Route 1 interchange safety	Daly City: Implement interim safety and operational improvements at the I-280/Route I interchange.	SystMgmt	SM-090010	4	300	20,100
SM	SMCTA	State Hwy	Improve US 101 operations near Rte 92	City of San Mateo:On US 101; Operational improvements near Route 92	SystMgmt	SM-090014	4	3,711	26,411
SM	SMCTA	Transit	Dumbarton Rail Service (PE and ROW	Dumbarton Bridge: Rail service over the Dumbarton bridge.	Expansion	SM-050002	6	212,309	301,136
SM	SSF	Local Road	South San Francisco: Regional Gap	South San Francisco: Various locations: Install class II bike lanes and sharrows throughout the City, as well as provide pavement repairs on the bike lane roadway segments.	Expansion	SM-110023	2		342
SM	SSF	State Hwy	Utah Avenue (Produce Avenue)	This project will develop a construct a local interchage over highway 101 and ramp improvements at Oyster Point, Miller Avenue, Wondercolor Lane, and Grand Avenue.	Expansion	SM-110003	2	1,540	15,970
SM	SamTrans	Local Road	Making the Last Mile Connection TDM	Redwood City: Implement TDM strategies including: carshare pods at Redwood city Caltrain station and downtown sites, short-distance vanpools, telework and flex-schedules, and residential and employer/employee marketing.	SystMgmt	SM-110005	2		1,818
SM	SamTrans	State Hwy	SR 82 - El Camino Real Grand	El Camino Real Corridor: Ped. & transit facility enhancements, streetscape improvements including medians, wider sidewalks, bike routes & improved linkages to transit hubs & downtown.	SystMgmt	SM-050051	11	1,086	4,499
SM	SamTrans	Transit	SAMTRANS: Preventive Maintenance	SamTrans: Preventative maintenance program for agency fleet.	Maint/Rehab	SM-030023	22	8,621	54,492
SM	SamTrans	Transit	Facility/Equipment	Operating/maintenance facility/equip rehabilitation/replacement, including the provision of facility improvements for administration, maintenance, and operations at the Central Administrative facility, the Brewster Depot, and the North and South Bases	Maint/Rehab	SM-070049	9	932	1,233
SM	SamTrans	Transit	Samtrans - Replace 62 1998 Gillig	Samtrans: Replace 62-40' 1998 Gillig Buses, which have exceeded their useful life.	Maint/Rehab	SM-110062	4	35,630	35,630
SM	SamTrans	Transit	SamTrans - Replacement of Articulated	SAMTRANS: Replace up to 55 2002 60' NABI diesel articulated buses that have exceeded their useful life.	Maint/Rehab	SM-110068	3	4,876	24,876
SM	SamTrans	Transit	Replacement of 19 2007 Cutaway	Samtrans: Replace 19 2007 22' diesel powered cutaway buses that have exceeded their useful life with 19 22' gasoline powered buses	Maint/Rehab	SM-110069	2	2,297	2,297
SM	SamTrans	Transit	SAMTRANS: Replacement of 14 2009	SAMTRANS: Replace 14 2009 para-transit minivans that have exceeded their useful life.	Maint/Rehab	SM-110070	2	793	793
SM	SamTrans	Transit	SAMTRANS: ADA Paratransit Operating	SamTrans: ADA Paratransit Operating Subsidy.	Operations	SM-990026	24	3,747	7,221
SM	SamTrans	Transit	GBI: Removing Barriers to Livable	Daly City: El Camino Real: Develop strategies for removing barriers to livable communities includes five focus areas: (1) street design, (2) economic development and housing, (3) infrastructure, (4) multimodal transportation and (5) civic engagement.	SystMgmt	SM-110006	3	1,397	1,397
SM	SamTrans	Transit	SAMTRANS: Advanced Communication	SAMTRANS: Upgrade Advanced Communication System (ACS). ACS is a set of interrelated radio and computer components deployed at SamTrans dispatch centers and onboard vehicles	SystMgmt	SM-110053	5	3,685	13,254

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San Mateo County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SM	SamTrans	Transit	Reconfiguration of San Carlos Transit	San Carlos Transit Center: Reconfigure and rehabilitate the current transit center to facilitate improved safety and connections between SamTrans fixed-route bus service, Caltrain commuter rail, local shuttles, and pedestrians and bicyclists.	SystMgmt	SM-110054	3	4,984	4,984
SM	San Bruno	Local Road	San Bruno Street Medians and Grand	San Bruno: El Camino Real (SR 82), San Bruno Avenue, Sneath Lane and other Arterials - Median enhancements	SystMgmt	SM-110011	2		838
SM	San Bruno	Local Road	San Bruno Transit Corridor Ped	San Bruno: El Camino Real from San Bruno Avenue to Sneath Lane, San Bruno Avenue from El Camino Real to Huntington Avenue and Huntington Avenue from San Bruno Avenue to Sneath Lane. Streetscape improvements.	SystMgmt	SM-110012	2		338
SM	San Bruno	State Hwy	SR 82 El Camino Real: Grand Boulevard	San Bruno: Along El Camino Real & along San Bruno Ave; Install or upgrade landscaping and add irrigation systems in the medians plus other beautification enhancements.	SystMgmt	SM-070031	8		1,079
SM	San Carlos	Local Road	East Side Community Transit	In San Carlos, on Old County Road between Brittan Ave and Belmont City Limits and on East San Carlos Ave between Old County Rd and Industrial Rd, provide pedestrian and bicycle enhancements, streetscaping, and stormwater treatment.	Expansion	SM-110028	2		2,771
SM	San Carlos	Local Road	San Carlos Pavement Rehab Program	San Carlos: Howard Avenue between Old County Road and Industrial Road, Elm Drive between San Carlos Avenue and Magnolia Avenue (excluding the part that was recently resurfaced), and all of Club Drive: Rehabilitate roadway	Maint/Rehab	SM-110019	2		530
SM	San Carlos	State Hwy	US101/Holly Interchange modification	City of San Carlos: At Holly St./ 101 Interchange Modification;Widen east bound to north bound ramp to two lanes and eliminate north bound to west bound loop	SystMgmt	SM-090008	3	6,100	6,600
SM	San Mateo	Local Road	Delaware Street Bike Lane and	In City of San Mateo: On Delaware Street between Charles Lane and Guilford Avenue; Bicycle/pedestrian improvements	Expansion	SM-110007	3		1,205
SM	San Mateo	Local Road	Smart Corridor Initial Implementation	In the City of San Mateo - install PTZ and closed circuit television cameras, flush plans, upgraded traffic signal controllers, trailblazers signs (TBS), arterial system detection station and upgrade communications network.	Operations	SM-090054	3		1,940
SM	San Mateo	Local Road	North Central Pedestrian Improvement	North Central San Mateo: Various locations south of Cypress Avenue: pedestrian infrastructure improvements including new curb ramps, crosswalks, curb extensions, lighting, and advanced stop bars	SystMgmt	SM-110064	2	425	425
SM	San Mateo	State Hwy	El Camino Real Phase I Improvement	El Camino Real (SR82)between 28th & 31st Ave - Grand Blvd Initiative improvements	SystMgmt	SM-110010	4		1,102
SM	San Mateo	State Hwy	SR92/El Camino Real (SR82) Ramp	San Mateo: At the SR92/El Camino Real (SR82) interchange: Modify existing on/off rampsto improve the ingress and egress of the interchange.	SystMgmt	SM-110047	5	10,475	10,600
SM	San Mateo Co	Local Road	CSRT South of Dam Conversion	San Mateo County: 4,480-foot section of existing SFPUC service road: Convert to Crystal Springs Regional Trail South of Dam Project.	Expansion	SM-110024	4	674	1,125

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San Mateo County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SM	San Mateo Co	Local Road	CSRT South of Hwy 92 Conversion	In Unincorporated San Mateo County, Crystal Springs Regional Trail, Between Hwy 92 and Ralston Bike Trail on Cañada Rd; convert service road to multi-use trail for pedestrian, cyclist, and equestrians.	Expansion	SM-110063	2	1,405	1,405
SM	San Mateo Co	Local Road	Resurfacing of Pescadero Creek Road	In Pescadero: On Pescadero Creek Road between Hwy 1 and Cloverdale Road; Rehabilitate roadway inluding replacement of striping and pavement markings.	Maint/Rehab	SM-110035	3		1,210
SM	WETA	Transit	WETA: Redwood City Ferry Service	WETA: Redwood City; Implement ferry transit service between Redwood City and San Francisco	Expansion	SM-110002	2	15,000	15,000
Totals for San Mateo County								568,480	2,065,100

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Solano County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SOL	Benicia	Transit	Military/Southampton & Military/First	Benicia: On Military West and Southampton Avenue and on Miltary and First Street; construct intermodal facilities (Construct parking lot and transit transfer area).	Expansion	SOL010031	9		3,000
SOL	Benicia	Transit	Benicia Indust. Park Multi-Modal	In Benicia: on Benicia Industrial Park area near railway; develop a specific plan for a new transit stop and accompanying multi-modal facilities.	Expansion	SOL110008	2	1,250	1,250
SOL	Caltrans	Local Road	Suisun Valley Rd Bridge Replacement	Suisun City: Suisun Valley Rd at Bridge over Suisun Creek .4 miles West of June Williams Rd; Replace one lane bridge with 2 lane bridge.	Expansion	SOL050006	16		3,421
SOL	Caltrans	State Hwy	I-80 Alamo Creek On-Ramp and Bridge	Route 80: In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp; Lengthen on-ramp and widen bridge.	Expansion	SOL070002	4		3,924
SOL	Caltrans	State Hwy	I-80/I-680 Aux Lanes Improvement	Fairfield: I-80/I-680 Connector improvements and auxiliary lanes landscaping.	SystMgmt	SOL050003	7	2,544	2,544
SOL	Caltrans	State Hwy	I-80/I-680 Mitigation Landscaping	Fairfield: On Route 80 between Green Valley Road and Cordelia Truck Weigh Station; Landscape Mitigation.	SystMgmt	SOL070014	4		50
SOL	F-S Transit	Transit	Fairfield Transit: 1 Gillig Bus	Fairfield-Suisun Transit: Replace a 1996 Gillig bus with a new 40' transit hybrid bus	Expansion	SOL110041	2	705	705
SOL	F-S Transit	Transit	Fairfield-Suisun Transit: Operating	Fairfield-Suisun Transit: Operating Assistance to support transit operations.	Operations	SOL010006	20	7,143	46,596
SOL	F-S Transit	Transit	Oliver Road Park and Ride	In Fairfield off I-80 - Oliver Road park and ride will increase options for regional commuters (e.g., van pool pick up) and reduce parking congestion at the Fairfield Transportation Center.	SystMgmt	SOL130001	1	762	1,927
SOL	FHWA	Local Road	San Pablo Bay Entrance Rehabilitation	Solano County; San Pablo Bay: Rehabilitate entrance road 0.6 miles.	Maint/Rehab	SOL030015	7		625
SOL	Fairfield	Transit	Fairfield/Vacaville Intermodal Rail	In Fairfield: Capitol Corridor; Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot,bike and other station facilities.	Expansion	SOL030002	18	17,692	39,600
SOL	Fairfield	Transit	Fairfield Transportation Center - Phase	In Fairfield: Fairfield Transportation Center; Contruct approximately 600 automobile parking spaces in a parking structuere, multi-use trail to improve access to FTC and other passenger amenities.	Expansion	SOL110007	2	6,750	8,523
SOL	Fairfield	Transit	Fairfield - Fareboxes Purchase &	City of Fairfield - GFI Fareboxes Purchase & Implementation	Maint/Rehab	SOL090008	3		172
SOL	Fairfield	Transit	Transit Vehicle Replacement	City of Fairfield: replace buses in its fleet that are beyond their useful lives with Americans with Disabilities Act (ADA) and California Air Resource Board (CARB) compliant vehicles.	Maint/Rehab	SOL110027	4	1,029	3,829
SOL	MTC	Local Road	Regional Planning Activities and PPM -	Solano: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	SystMgmt	SOL090006	13	1,361	8,235
SOL	MTC	Local Road	Local PDA Planning - Solano	Solano County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	SystMgmt	SOL110039	3	1,205	1,205
SOL	MTC	State Hwy	I-80 Express Lanes (Vacaville)	I-80 in Solano County from I-505 to Air Base Parkway (new lanes); widen to add an express lane in each direction from I-505 to Air Base Parkway.	Expansion	SOL110001	2	4,000	139,000

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Solano County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SOL	MTC	State Hwy	I-80 HOV conversion to Express Lanes	I-80 Red Top Road to Airbase Parkway: widen and convert existing HOV lane to HOT lane.	Expansion	SOL110002	2		21,000
SOL	STA	Local Road	Jepson: Vanden Road from Peabody to	Jepson Parkway segment: Vanden Road project from Peabody Road to Leisure Town Road.	Expansion	SOL110003	5	18,600	27,300
SOL	STA	Local Road	Jepson: Walters Rd Ext - Peabody Rd	Jepson Parkway segment: Walters Road Extension - Peabody Widening.	Expansion	SOL110004	3		13,431
SOL	STA	Local Road	Jepson: Leisure Town Road from	Jepson Parkway segment: Leisure Town Road from Vanden Road to Elmira Road	Expansion	SOL110005	5	19,954	21,880
SOL	STA	Local Road	Jepson: Leisure Town Road from Elmira	Jepson Parkway segment: Leisure Town Road from Elmira Road to Orange Road	Expansion	SOL110006	3	11,193	12,188
SOL	STA	Local Road	Dixon West B. St Bike/Pedestrian	Dixon: Under UPRR between SR-113 and West A Street: Build a grade-separated bicycle/pedestrian crossing - relocate utilities, build ADA compliant ramps and tunnel under railroad tracks connecting West B Street on both sides of the tracks	Expansion	SOL110024	5	5,670	6,775
SOL	STA	Local Road	Solano Safe Routes to School Program	In Solano County, Countywide: Implement Countywide Solano Safe Routes to School Program, including Planning, Education, and Encouragement events and materials.	SystMgmt	SOL110019	5		1,031
SOL	STA	State Hwy	I-80/I-680/SR 12 Interchange Project	Fairfield: Improve I-80/I-680/Route 12 I/C(Ph 1), including connecting I-80 to SR 12 W, I-680 NB to SR 12W (Jameson Canyon), I-80 to I-680 (+ Express Lane Direct connectors), build local I/C and build new connecting local roads to SR 12/Red Top I/C.Phased	Expansion	SOL070020	7	91,549	717,920
SOL	STA	State Hwy	EB I-80 Cordelia Truck Scales	Solano County: rebuild and relocate the Eastbound Truck Scales Facility, build a 4-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps.	Expansion	SOL090003	5		98,883
SOL	STA	Transit	Eastern Solano / SNCI Rideshare	Eastern Solano Air Basin (Sacramento Valley Air Basin - Solano/Napa Commuter Info): Encourage ridesharing activities within the Eastern Solano County Region.	SystMgmt	SOL110020	2		503
SOL	SolTrans	Transit	SolTrans: Preventive Maintenance	SolTrans: Preventive maintenance of vehicles and equipment necessary for the maintenance of federally funded assets.	Maint/Rehab	SOL070032	7	1,156	1,156
SOL	SolTrans	Transit	SolTrans: AVL Technology	SolTrans: Upgrade communication devices, such as AVL, GPS and other.	Maint/Rehab	SOL090028	5	2,160	2,160
SOL	SolTrans	Transit	SolTrans: Bus Maintenance Facility	SolTrans: Bus Maintenance Facility Renovation	Maint/Rehab	SOL090033	5	1,500	1,500
SOL	SolTrans	Transit	Bus Replacement (Alternative Fuel)	SolTrans: Replace (3) 45" MCI commuter coaches as they reach their useful life.	Maint/Rehab	SOL090034	6	2,090	2,090
SOL	SolTrans	Transit	SolTrans: ADA Paratransit Operating	SolTrans: ADA Paratransit Operating Subsidy	Operations	SOL110025	4	2,417	2,417
SOL	SolTrans	Transit	SolTrans: Capital Maintenance - Fuel	SolTrans: Fuel allowance project through the FTA "Fuel as Capital Maintenance" program	Operations	SOL110033	2		401
SOL	SolTrans	Transit	SolTrans: Operating Assistance	Solano County Transit: Operating Assistance	Operations	SOL110040	2	19,912	19,912

Metropolitan Transportation Commission

TIP Project Listing by County

2013 TIP: FY12/13 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Solano County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SOL	SolTrans	Transit	SolTrans: Technology Enhancements	Soltrans: System-wide: technology enhancements to be used for farebox upgrades, video security cameras, communications system, and IT equipment.	SystMgmt	SOL110038	2	376	376
SOL	Solano County	Local Road	Cordelia Hills Sky Valley	Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project is predominantly ROW acquisition	Expansion	SOL070012	7	2,575	2,750
SOL	Solano County	Local Road	Travis AFB: South Gate Improvement	Fairfield: Petersen Road by Travis Air Force Base; Between Walters Road to Travis AFB. Widen roadway to standard lane width, including shoulder and other safety improvements (truck stacking). No new travel lanes (HPP earmark #3220)	Expansion	SOL070021	11	2,360	2,547
SOL	Solano County	Local Road	Roadway Preservation in Solano County	Solano County: Various streets: Pavement resurfacing and/or rehabilitation including: Overlay, widen pavement surface with no added capacity, stripe and add signs	Maint/Rehab	SOL110036	2	1,360	1,360
SOL	Solano County	Local Road	Vacaville-Dixon Bicycle Route (Phase 5)	Vacaville and Dixon: On both sides of Hawkins Road from Leisure Town Road (western terminus) to Pitt School Road (eastern terminus); Class 2 bicycle lanes. Phase 1 from Pitt School to Fox Rd. Remaining phases from Fox to Leisure Town Rd.	SystMgmt	SOL090035	4		847
SOL	Solano County	State Hwy	Redwood-Fairgrounds Dr Interchange	Near Vallejo: Btw SR 37 & Carquinez Bridge; Conduct study to determine the feasibility of constructing expanded I-80 Redwood St./Fairgrounds Dr. Interchange and parkway improvements. PSE, PE and Env. Phase only.	Expansion	SOL090015	4		1,609
SOL	Suisun City	Local Road	Grizzly Island Trail - Phase 1	In Suisun City: On State Route (SR) 12 between Grizzly Island Road and Marina Boulevard; Design and construct a Class I Path, then south along Marina Boulevard to Driftwood Drive.	Expansion	SOL110012	4		2,164
SOL	Vacaville	Local Road	Ulatis Creek Bike Path - Ulatis to	In Vacaville: Ulatis Creek Bike Path from Ulatis Drive to Leisure Town Road; Construct Class I bike path.	Expansion	SOL070026	4		1,071
SOL	Vacaville	Local Road	Vacaville 2014 Street Preservation	In Vacaville: Various Roads: Pavement preservation	Maint/Rehab	SOL110043	2	1,451	1,451
SOL	Vacaville	Local Road	Vacaville Transit - Curb Ramps	Vacaville Transit: Construct approximately 16 curb ramps near transit routes.	SystMgmt	SOL110034	2	50	50
SOL	Vacaville	State Hwy	I-505/Vaca Valley Off-Ramp and	Widen the southbound I-505 off-ramp at Vaca Valley Parkway to provide left turn storage and signalize the southbound ramps at the intersection of Vaca Valley Parkway.	Operations	SOL090001	3	1,300	1,540
SOL	Vacaville	Transit	Vacaville Intermodal Station - Phase 2	In Vacaville: Construction of a three to four story, approximately 400 space, parking garage.	Expansion	SOL110009	2		13,277
SOL	Vacaville	Transit	Vacaville Transit : Procure 3 Fixed	Vacaville Transit: Procure three (3) additional 35 foot, low-floor, Compressed Natural Gas (CNG) buses.	Expansion	SOL110042	2	1,785	1,785
SOL	Vacaville	Transit	Vacaville: Purchase bus shelters	Vacaville: Purchase bus shelters	Maint/Rehab	SOL97AM70	11		882
SOL	Vacaville	Transit	Purchase Transit Equipment -	Vacaville: Operating assistance to insure all equipment,including electronic fare boxes, and tools are maintained in a safe & efficient manner. Equipment includes, wrenches, power tools, and all mechanic tools.	Maint/Rehab	SOL991099	16		423

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(All funding shown in thousands of dollars)

Solano County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SOL	Vacaville	Transit	Vacaville Transit: Operating Assistance	Vacaville Transit: Operating Assistance	Operations	SOL010007	16	2,955	14,544
SOL	Vacaville	Transit	Vacaville: Bus maintenance facility	Vacaville: Bus maintenance & facility upgrades.	SystMgmt	SOL950024	11		1,699
SOL	Vallejo	Local Road	Vallejo: Downtown Streetscape	Vallejo: Sacramento Street (Georgia - Maine), Virginia Street (Sonoma - Sacramento), Marin Street (Virginia - Georgia); Pedestrian enhancements including traffic calming, restriping, parking, signs, lighting, brick pavers, street furniture, art	SystMgmt	SOL050048	10		5,960
SOL	Vallejo	Local Road	Vallejo Downtown Streetscape - Phase	Downtown Vallejo: Sacramento St between Georgia St and Virginia St; and Georgia Street between Santa Clara St and Sacramento St: Streetscape improvements and pavement rehabilitation	SystMgmt	SOL110035	3	2,556	2,556
SOL	Vallejo	State Hwy	I-80 / American Canyon Rd overpass	Vallejo: American Canyon Road overpass at Hwy. 80; capacity and safety improvements.	Expansion	SOL990018	8		5,230
SOL	Vallejo	State Hwy	Sonoma Boulevard Improvements	Vallejo: Sonoma Blvd between Georgia St and Florida St: Implement road diet - reduce travel lanes from 4 to 3, add a two-way left-turn lane or median, and add bike lanes	SystMgmt	SOL110037	2	352	352
SOL	Vallejo	Transit	Vallejo Curtola Transit Center	In Vallejo: Vallejo Curtola Transit Center; Construct intermodal facilities for express bus service.	Expansion	SOL050012	6	10,250	11,750
SOL	Vallejo	Transit	Vallejo Ferry Terminal (Intermodal	Vallejo: Baylink Ferry Terminal; Construct new intermodal facility, including additional parking, upgrade of bus transfer facilities, and improvement to pedestrian access.	Expansion	SOL950035	24		79,130
SOL	WETA	Transit	North Bay Operations and Maintenance	Vallejo: Mare Island Naval Shipyard at Building 165; Construct new maintenance facility for Vallejo Baylink ferry service.	Expansion	SOL991032	20	20,400	28,195
Totals for Solano County								268,413	1,396,701

Report sorted by: County, Sponsor, System, Purpose, TIP ID

(All funding shown in thousands of dollars)

Sonoma County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SON	Caltrans	Local Road	Replace Laughlin Bridge over Mark West	Mark West Creek Bridge: Laughlin Rd/Brickway Blvd Extension; Construct new 2 lane bridge.	Expansion	SON050001	12	5,060	5,885
SON	Caltrans	Local Road	Son 101 HOV - Santa Rosa Bike/Ped	Santa Rosa: Along US 101 from Earle Street to Bicentennial Way; Widen sidewalk, construct new underpass and other streetscape and lighting improvements.	Expansion	SON050002	6		5,694
SON	Caltrans	Local Road	Rehab King Ridge Bridge over Austin	In Sonoma County: On King Ridge Road, 2.3mi North of Fort Ross Road; rehabilitate one-lane bridge to 2 lanes and scour countermeasure	Expansion	SON070026	10	1,788	2,038
SON	Caltrans	State Hwy	Son 101 HOV - SR 12 to Steele & Steele	In Santa Rosa: On 6th St. between Morgan St and Davis St: the construction of 280 feet of roadway with two new travel lanes and a westbound left turn lane; from SR 12 to Steele Lane: follow-up landscaping	Expansion	SON010001	18	2,180	4,966
SON	Caltrans	State Hwy	HWY 101 HOV Lane 12/Steele - Follow-	Sonoma County: College Ave at US 101: Widen College Avenue at Highway 101 Interchange.	Expansion	SON110001	3	2,900	9,730
SON	Caltrans	State Hwy	Son 101 HOV - Rohnert Park Expwy to	Rohnert Park: US 101 between Rohnert Park Expressway & Santa Rosa Avenue; Widen from 4 to 6 Lanes, Modify Wilfred Avenue Interchange, add Auxiliary lanes and other interchange improvements.	Expansion	SON950005	15		89,715
SON	Caltrans	State Hwy	Watershed Awareness Signs	Install Watershed Awareness Signs on highways in Sonoma Co.	SystMgmt	SON110002	2		141
SON	Cotati	Local Road	Downtown Specific Plan Area	In Cotati: On Old Redwood Highway between La Plaza and Gravenstein Highway; Pedestrian, bicycle enhancements and corridor beautification.	SystMgmt	SON110007	3	1,320	2,050
SON	Cotati	Transit	City of Cotati Train Depot	In Cotati: Located at 970 East Cotati Avenue; Construction of a Transit Center, including a pedestrian plaza and transit building to connect pedestrian/bicycle/bus/train/automobile transit modes.	Expansion	SON110015	3	250	4,441
SON	FWLS	Local Road	San Pablo Bay NWR Access Road in	In San Pablo Bay National Wildlife Refuge: Construct the Sears Point Access Road & Trail to the headquarters near Petaluma. USFWS, in partnership with Sonoma Land Trust (SLT), received an FHWA grant of $2.25M to construct the access road.	Expansion	SON110030	2		23,480
SON	Healdsburg	Local Road	Healdsburg Foss Creek Bicycle/Ped	Healdsburg: Foss Creek Pathway from North side of West Grant St. to Grove St: Construct 4.1 mile long Class 1 and Class II bicycle and pedestrian facility.	Expansion	SON050017	10	1,230	3,888
SON	Healdsburg	Local Road	Pedestrian Safety and Access	In Healdsburg: Install HAWK signal crossing adjacent to high school on Powell Ave. Install ADA improvements connecting high school and junior high school to library (Powell Ave, Prince St, Piper St).	SystMgmt	SON110054	2	255	255
SON	MTC	Local Road	Regional Planning Activities and PPM -	Sonoma: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	SystMgmt	SON090008	10	1,215	8,398
SON	MTC	Local Road	Stewarts Point Rancheria EV Pilot	Sonoma County: At 6 locations where the tribal community frequents: install 6 EV charging stations; purchase 4 electric vehicles (project will be managed by the Kashia Band of Pomo Indians)	SystMgmt	SON110034	3	376	376

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(All funding shown in thousands of dollars)

Sonoma County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SON	MTC	Local Road	Local PDA Planning - Sonoma	Sonoma County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	SystMgmt	SON110053	2	1,635	1,635
SON	NBFS	Transit	Ferry Service to Port Sonoma	SW Sonoma County; Port Sonoma; Construct multi-modal transit facility linking Ferry service to passenger rail, bus service, and auto traffic (Env. Phase Only).	Expansion	SON070013	5	23,171	23,171
SON	Petaluma	Local Road	Sonoma Mountain Parkway	In Petaluma: Sonoma Mountain Parkway between Wyndham Way and Riesling Road: Pavement Rehabilitation	Maint/Rehab	SON110014	2		1,171
SON	Petaluma	Local Road	Petaluma Boulevard South Road Diet	In Petaluma: On Petaluma Boulevard South from 100 ft South of East Washington Street to E Street; Road Diet will reconfigure the current 4-through lanes to 2-through lanes and one two way left turn lane	SystMgmt	SON110006	3		885
SON	Petaluma	Transit	Petaluma Transit: Preventive	Petaluma: Petaluma Transit: Preventive Maintenance	Maint/Rehab	SON090009	7		554
SON	Petaluma	Transit	Petaluma Paratransit: Replace 2 Vans	In Petaluma: Purchase (2) replacement paratransit vans for Petaluma Paratransit.	Maint/Rehab	SON090029	3		226
SON	Petaluma	Transit	Petaluma Transit: Electronic Fareboxes	In Petaluma: Purchase and install electronic validating fareboxes on all vehicles in Petaluma Transit fixed route fleet.	Maint/Rehab	SON090030	3		150
SON	Petaluma	Transit	Petaluma Transit Maintenance Facility	Petaluma: Transit Maintenance Facility: increase the clearance height and length of the southern bay of the existing facility to accommodate maintenance operations for the larger buses. Additional safety and security features may be installed.	Maint/Rehab	SON110004	2		750
SON	Petaluma	Transit	Petaluma Transit Maintenance Facility	City of Petaluma: Rehabilitation of the maintenance facility (Phase II).	Maint/Rehab	SON110033	2	1,000	1,000
SON	Petaluma	Transit	Petaluma: Replace 2 Paratransit	In Petaluma: Replace two (2) paratransit vans for Petaluma Paratransit.	Maint/Rehab	SON110051	2	167	167
SON	Petaluma	Transit	Petaluma: Replace 2 Paratransit	In Petaluma: Replace two (2) paratransit vans for Petaluma Paratransit	Maint/Rehab	SON110052	2	171	171
SON	Petaluma	Transit	Petaluma Transit - Communications	In Petaluma: at dispatch and/or on board fixed route and paratransit vehicles: deploy advanced communications systems	SystMgmt	SON110032	2		58
SON	Rohnert Park	Local Road	Copeland Creek Bike Path	In Rohnert Park: Along Copeland Creek; reconstruct 3915 LF of existing deteriorated Class I bike/ped path and replace 740 LF concrete sidewalk with new asphalt path. Replace non-native vegetation with native vegetation.	Maint/Rehab	SON090032	5		740
SON	SMART	Transit	Sonoma Marin Area Rail Corridor	Between Sonoma and Marin Counties: Implement passenger rail service and non-motorized pathway on NWP rail line	Expansion	SON090002	10	361,370	531,780
SON	Santa Rosa	Local Road	SMART Bicycle and Pedestrian Path	Santa Rosa: Within or adjacent to the SMART railroad ROW from College Ave to 8th St: Construct a Class I bike path	Expansion	SON110017	2		1,266
SON	Santa Rosa	Local Road	Chanate Rd Pedestrian and Transit	In Santa Rosa: Chanate Road from Parker Hill to east of Glen Echo Drive: pedestrian pathway; Various Locations: upgrade ADA pedestrian ramps and install bus shelters and benches	SystMgmt	SON110018	2		1,633

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(All funding shown in thousands of dollars)

Sonoma County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SON	SantaRosa Bus	Transit	Hybrid Electric Bus Purchase	Santa Rosa CityBus: Purchase about 5 Hybrid Electric Replacement Buses to replace fixed route buses.	Maint/Rehab	SON070020	12	672	3,579
SON	SantaRosa Bus	Transit	Santa Rosa CityBus: Preventative	Santa Rosa CityBus: Preventative Maintenance program for agency fleet.	Maint/Rehab	SON090024	10	3,227	9,926
SON	SantaRosa Bus	Transit	Santa Rosa City Bus: Fast-fill CNG	Santa Rosa: Maintenance Service Center corporation yard: reconstruction of existing maintenance facility to include CNG fast-fill fueling station	Maint/Rehab	SON110047	2	2,760	2,760
SON	SantaRosa Bus	Transit	Santa Rosa CityBus: Operating	Santa Rosa CityBus: Operating Assistance to Transit Agency.	Operations	SON090023	8	6,762	17,308
SON	SantaRosa Bus	Transit	SR City Bus - Capital Maintenance -	Santa Rosa City Bus: purchase fuel as part of FTA's "Fuel as Capital Maintenance" program	Operations	SON110045	2		512
SON	SantaRosa Bus	Transit	Santa Rosa City Bus: Transit	Santa Rosa: Various Locations: Upgrade and improve transit facilities including amenities, accessibility, ADA compliance, pedestrian and bicycle access	SystMgmt	SON030012	20	75	415
SON	SantaRosa Bus	Transit	Downtown Transit Mall Connectivity	Santa Rosa: Downtown Transit Mall; Various improvements including NextBus LED signage, maps, real-time transit information, kiosks, concessions, improved lighting, benches and public art, and ADA upgrades.	SystMgmt	SON070012	6	100	2,458
SON	SantaRosa Bus	Transit	Automated Vehicle Location System	Santa Rosa CityBus: Procure comprehensive Automated Vehicle Location System (AVL) for agency fleet.	SystMgmt	SON090007	4		1,038
SON	Son Co Reg Park	Local Road	Bodega Bay Trail Segments 1B and 1C	Bodega Bay: Segments 1B and 1C parallel to Highway 1 from Salmon Creek Village to the southwest boundary; Construct bicycle and Pedestrian Trail (TLC Project).	Expansion	SON070008	5	535	817
SON	Son Co Reg Park	Local Road	Central Sonoma Valley Trail	In the unincorporated area of Sonoma County, construct 0.42 miles of a Class I bike trail. 1)Larson Park to Flowery Elementary School and 2) along Verano Avenue from Sonoma Creek to Main Street.	Expansion	SON110050	2	625	625
SON	Son Co Reg Park	Land/Trail	SMART Trail-Hearn Avenue to Joe	Sonoma County: From Hearn Avenue to the Joe Rodota Trail: Construct a 1.3 mile Class I bike path including a bicycle/pedestrian bridge at Colgan Creek, asphalt paved surface, grading, drainage, striping and signage.	Expansion	SON110013	3		1,122
SON	Son Co TA	Local Road	Improve U.S. 101/Old Redwood	In Petaluma, replace old redwood highway overcrossing and ramps to/from Highway 101.	Expansion	SON090003	3		36,849
SON	Son Co TA	State Hwy	Son 101 HOV - Steele Lane to Windsor	Santa Rosa-Windsor: US 101 btw Steele Lane in Santa Rosa and Windsor River Road in Windsor; Widen from 4 to 6 lanes for High Occupancy Vehicle (HOV) lanes.	Expansion	SON010019	10		122,299
SON	Son Co TA	State Hwy	Son 101 HOV - Redwood Hwy to	Petaluma-Rohnert Park: US 101 Btw Old Redwood Hwy in Petaluma & Rohnert Park Expwy: widening roadway from 4 to 6 lanes for HOV	Expansion	SON010024	11		134,952
SON	Son Co TA	State Hwy	US 101/East Washington I/C	Petaluma: On US 101 at East Washington Interchange: Reconfigure interchange including new ramps.	Expansion	SON050015	9	1,120	21,388
SON	Son Co TA	State Hwy	US 101 Marin/Sonoma Narrows	Marin and Sonoma Counties: From SR37 in Novato to Old Redwood Highway in Petaluma, convert expressway to freeway, construct NB auxillary lane between Lakeville Highway and East Washigton Street, and widen to 6 lanes for HOV lanes.	Expansion	SON070004	15	4,062	372,700

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Sonoma County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SON	Son Co TA	State Hwy	US 101 Airport I/C (North B)	In Sonoma County: Replace Airport Blvd overcrossing and reconstruct interchange with US 101. Improve operations between Airport and Fulton. Construct soundwalls. (Project is the second phase of the (SON010019).	SystMgmt	SON090005	4	7,392	42,808
SON	Son Co Transit	Transit	Sonoma Co Transit :Preventive	Sonoma County Transit: Preventive maintenance program for agency fleet.	Maint/Rehab	SON030005	21	3,200	12,902
SON	Son Co Transit	Transit	Sonoma County Transit: Replacement	Sonoma County Transit: Replace three 40' Orion V CNG transit coaches with three 40' CNG Low-Floor transit coaches.	Maint/Rehab	SON070024	12		3,682
SON	Son Co Transit	Transit	Sonoma County Transit: Bus Yard	Sonoma County Transit: Rehabilitate bus yard and parking areas to a state of good repair.	Maint/Rehab	SON110003	2		575
SON	Son Co Transit	Transit	Sonoma County Transit: Replacement	Sonoma County Transit: Replace two 40' Orion V CNG transit coaches with two 40' CNG Low-Floor transit coaches.	Maint/Rehab	SON110049	2	1,190	1,190
SON	Son Co Transit	Transit	Sonoma County Transit: Bus Stop	Sonoma County Transit: Throughout the service area: Acquire and install new bus stop shelters plus other improvements to bus stops	SystMgmt	SON050021	15	25	119
SON	Sonoma County	Local Road	Replace Geysers Bridge over Sulpher	In Sonoma County: Bridge replacement: single lane bridges in Sonoma County with two lane bridge (Geysers Road Bridge 20C0005)	Expansion	SON090001	9	5,500	6,000
SON	Sonoma County	Local Road	Replace Chalk Hill Bridge over Maacama	In Sonoma County - Replace existing bridge no. 20C0242, on Chalk Hill Rd, Over Maacama Creek, 1 Mi S of HWY (spandrel arch bridge with approach spans with new bridge)	Expansion	SON090025	8	6,200	6,773
SON	Sonoma County	Local Road	Replace Lambert Bridge over Dry Creek	HBP: In Sonoma: Replace existing through truss bridge (Bridge No. 20C0248, Lambert Bridge Road, Over Dry Creek,0.4 Mi W of Dry Creek Rd.), that is in poor condition and has sesimic deficiencies with new bridge.	Expansion	SON090026	7	5,100	5,700
SON	Sonoma County	Local Road	Replace West Dry Creek Bridge over	In Sonoma: Replace existing four span T-beam concrete bridge (Bridge No. 20C0407, West Dry Creek Rd, Over Pena Creek, 0.7 Mi NW Yoakim Br Rd.) that is one-lane, seismically deficient and in poor condition with new multi-span flat slab concrete bridge.	Expansion	SON090027	7	5,650	5,650
SON	Sonoma County	Local Road	Replace Bohan Dillon Bridge over	In Sonoma: Bridge No.20C0435, Bohan Dillon Road over South Fork Gualala River, 0.1 Mi N Fort Ross Road. Replace existing one-lane bridge with a new two-lane bridge	Expansion	SON110024	5	1,680	1,970
SON	Sonoma County	Local Road	Replace Hauser Bridge over Gualala	In Sonoma: Bridge No.20C0240,Hauser Road Bridge over over South Fork Gualala River, 5 Mi east of Seaview Road. Replace existing one-lane bridge with a new two-lane bridge	Expansion	SON110025	4	2,619	2,969
SON	Sonoma County	Local Road	Replace Freestone Flat Bridge over	In Sonoma: Bridge No.20C0440,Freestone Flat Road Bridge over Salmon Creek, 0.2 Mi E. Bohemian Way. Replace existing one-lane bridge with a new two-lane bridge	Expansion	SON110026	5	3,004	3,256
SON	Sonoma County	Local Road	2011/12 Asphalt Overlay Program	In Sonoma County: Various County roads: Repair and overlay Calistoga Road, Main Street in Penngrove, Fulton Road and Lakeville Highway.	Maint/Rehab	SON110028	2		4,445

Metropolitan Transportation Commission

TIP Project Listing by County

2013 TIP: FY12/13 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID *(All funding shown in thousands of dollars)*

Sonoma County

County	Sponsor	System	Project Title	Description	Purpose	TIP ID	Ver	Current 6-Year TIP Funding	Total Project Cost
SON	Sonoma County	Local Road	Countywide Safe Routes to Schools	Sonoma County: Countywide: Comprehensive safe routes to schools program to shift mode away from single family vehicular trips to bicycle/pedestrian/carpooling.	SystMgmt	SON110016	4		1,168
SON	Windsor	Local Road	Windsor - Old Redwood Hwy Pedestrian	Windsor: Old Redwood Highway; Ped Linkages project will construct sidewalk and streetscape, pathway and crossing enhancements (TLC Project).	Expansion	SON070005	7		403
SON	Windsor	Local Road	ORH at Lakewood Dr. Bike and Ped	Windsor: Along Old Redwood Highway near the US 101 Central Windsor Interchange: construct a series of interrelated pedestrian, bicycle, roadway, intersection, and aesthetic improvements	Expansion	SON110044	2	779	779
SON	Windsor	Local Road	Hembree Lane Resurfacing	Windsor: On Hembree Lane between Jensen Lane and Foothill Drive; Rehabilitate roadway including restriping for class II bike lane and updating pedestrian curb ramps.	Maint/Rehab	SON110012	2		432
Totals for Sonoma County								466,366	1,555,985
Report Totals								16,934,323	51,874,717

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County	Sponsor	System	Project Title	Purpose	TIP ID	Ver	Status	PE	ROW	CON	Total Program
ALA	AC Transit	Transit	Enhanced Bus - Telegraph/Intl/East 14th	Expansion	ALA050017	1	Proposed	34,880	5	170,260	205,145
ALA	AC Transit	Transit	AC Transit Facilities Upgrade	Maint/Rehab	ALA010034	1	Proposed			44,020	44,020
ALA	AC Transit	Transit	AC Transit State of Good Repair Program	Maint/Rehab	ALA110008	4	Proposed			7,403	7,403
ALA	AC Transit	Transit	AC Transit: Procure (23) 60' Articulated Buses	Maint/Rehab	ALA110091	3	Proposed			18,207	18,207
ALA	AC Transit	Transit	AC Transit: Procure (38) 40-ft Urban Buses	Maint/Rehab	ALA110092	3	Proposed			17,815	17,815
ALA	AC Transit	Transit	AC Transit: Replace 16 40' Suburban Buses	Maint/Rehab	ALA110093	6	Proposed			7,937	7,937
ALA	AC Transit	Transit	Farebox Replacement	Maint/Rehab	ALA110106	2	Proposed			9,375	9,375
ALA	AC Transit	Transit	AC Transit: Bus Diesel Particulate Filters	Maint/Rehab	ALA110116	2	Proposed			1,590	1,590
ALA	AC Transit	Transit	AC Transit: Procure (28) 40-ft Urban Buses	Maint/Rehab	ALA110117	2	Proposed			15,350	15,350
ALA	AC Transit	Transit	AC Transit: Procure (40) 40-ft Urban Buses	Maint/Rehab	ALA110118	2	Proposed			21,929	21,929
ALA	AC Transit	Transit	AC Transit: Replace 27 40' Urban Buses	Maint/Rehab	ALA110123	2	Proposed			13,037	13,037
ALA	AC Transit	Transit	AC Transit: Replace 38 40' Suburban Buses	Maint/Rehab	ALA110124	2	Proposed			19,400	19,400
ALA	AC Transit	Transit	AC Transit: Procure (27) 60' Artic Hybrid Buses	Maint/Rehab	ALA130002	1	Proposed			29,700	29,700
ALA	AC Transit	Transit	AC Transit Paratransit Van Depreciation	Maint/Rehab	ALA990052	1	Proposed			16,671	16,671
ALA	AC Transit	Transit	AC Transit: Preventive Maintenance Program	Maint/Rehab	ALA991070	2	Proposed			392,438	392,438
ALA	AC Transit	Transit	AC Transit: ADA Paratransit Assistance	Operations	ALA990076	2	Proposed			103,138	103,138
ALA	AC Transit	Transit	Transit Security Project	SystMgmt	ALA050064	1	Proposed			34,395	34,395
ALA	AC Transit	Transit	Zero Emission Bus Advanced Demonstration	SystMgmt	ALA070046	1	Proposed	500		61,343	61,843
ALA	AC Transit	Transit	AC Transit: Line 51 Corridor	SystMgmt	ALA110100	3	Proposed	1,775		8,740	10,516
ALA	AC Transit	Transit	San Leandro BART - Transit Access Improvements	SystMgmt	ALA110105	2	Proposed			3,929	3,929
ALA	AC Transit	Transit	AC Transit: Spectrum Ridership Growth	SystMgmt	ALA110119	2	Proposed			2,036	2,036
ALA	ACTC	Local Road	Alameda County SR2S Local	Expansion	ALA110098	2	Proposed			1,300	1,300
ALA	ACTC	Local Road	Bikemobile: Bike Repair and Encouragement Vehicle	SystMgmt	ALA110009	4	Proposed	10		566	576
ALA	ACTC	Local Road	Alameda County Safe Routes to School	SystMgmt	ALA110033	4	Proposed			9,367	9,367
ALA	ACTC	Local Road	Local PDA Planning - Alameda	SystMgmt	ALA110122	2	Proposed			4,411	4,411
ALA	ACTC	State Hwy	I-580 (TriValley) Right of Way Preservation	Expansion	ALA050006	9	Proposed	3,000	6,700		9,700
ALA	ACTC	State Hwy	SR 84 Expressway Widening	Expansion	ALA050014	9	Proposed	12,000	17,510	96,949	126,459
ALA	ACTC	State Hwy	I-580 (TriValley) Corridor - WB HOV & Connectors	Expansion	ALA070018	1	Proposed	14,600	2,630	119,589	136,819
ALA	ACTC	State Hwy	I-580 (TriValley) Corridor - EB HOV/HOT Lanes	Expansion	ALA070020	1	Proposed	21,052	308	159,430	180,790
ALA	ACTC	State Hwy	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	Expansion	ALA070042	1	Proposed	14,051	1,603	100,925	116,579
ALA	ACTC	State Hwy	I-580 WB Auxiliary Lane, First to Isabel	Expansion	ALA090025	3	Proposed	100		900	1,000
ALA	ACTC	State Hwy	I-880/Industrial Parkway West Interchange	Expansion	ALA110002	2	Proposed	2,000	3,000	36,000	41,000
ALA	ACTC	State Hwy	East-West Connector in Fremont & Union City	Expansion	ALA978004	1	Proposed	10,000	5,000	88,171	103,171
ALA	ACTC	State Hwy	I-880 North Safety Improvements	Maint/Rehab	ALA050019	1	Proposed	11,697	6,275	79,940	97,912
ALA	ACTC	State Hwy	I-80 Integrated Corridor Mobility Project	SystMgmt	ALA070041	9	Proposed	12,005	150	80,700	92,855
ALA	ACTC	State Hwy	I-580 HOT Corridor Project	SystMgmt	ALA090004	5	Proposed	9,090	200	7,740	17,030
ALA	ACTC	State Hwy	Truck Parking Facilities in North County (Phase I)	SystMgmt	ALA090018	4	Proposed	1,000	500	500	2,000
ALA	ACTC	State Hwy	Corridor Mobility Program & Adaptive Ramp Metering	SystMgmt	ALA090019	4	Proposed	146		46,854	47,000
ALA	ACTC	State Hwy	I-580 Landscaping in the City of San Leandro	SystMgmt	ALA090067	7	Proposed			350	350

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ALA	ACTC	State Hwy	I-580 Oakland 14th to Ardley Noise Barriers	SystMgmt	ALA110004	3	Proposed	100		1,500	1,600
ALA	ACTC	Transit	ALA-Community-Based Transportation Plan Updates	SystMgmt	ALA110107	2	Proposed			594	594
ALA	Alameda	Local Road	Tinker Avenue Reconfiguration	Expansion	ALA990054	1	Proposed	1,152	4,116	13,393	18,661
ALA	Alameda	Local Road	City of Alameda - Park St Streetscape	SystMgmt	ALA070022	1	Proposed	429		2,066	2,495
ALA	Alameda	Local Road	Shoreline Dr, Westline Dr and Broadway Bike Lanes	SystMgmt	ALA110085	2	Proposed	133		831	963
ALA	Alameda County	Local Road	Alameda: Vasco Road Safety Improvements	Expansion	ALA030002	1	Proposed	2,352	5,774	41,026	49,152
ALA	Alameda County	Local Road	Estuary Bridges Seismic Retrofit and Repairs	Maint/Rehab	ALA090022	3	Proposed	400	300	3,300	4,000
ALA	Alameda County	Local Road	Fruitvale Ave Roadway Bridge Retrofit	Maint/Rehab	ALA090023	3	Proposed	1,000	500	500	2,000
ALA	Alameda County	Local Road	Alameda County: Rural Roads Pavement Rehab	Maint/Rehab	ALA090069	3	Proposed	362		2,050	2,412
ALA	Alameda County	Local Road	Alameda Co - Central Unincorporated Pavement Rehab	Maint/Rehab	ALA110026	2	Proposed	57	12	1,210	1,279
ALA	Alameda County	Local Road	Crow Canyon Safety Improvements	SystMgmt	ALA010003	9	Proposed	950		1,550	2,500
ALA	Alameda County	Local Road	Cherryland/Ashland/CastroValley/Fairview SidwlkImp	SystMgmt	ALA050035	2	Proposed	1,284		4,754	6,038
ALA	Alameda County	Local Road	Hampton Rd Streetscape	SystMgmt	ALA070040	6	Proposed	450	25	5,075	5,550
ALA	Alameda County	Local Road	E. 14th St/Mission Blvd Streetscape	SystMgmt	ALA991077	1	Proposed	825		4,881	5,706
ALA	Albany	Local Road	Albany - Buchanan Bicycle and Pedestrian Path	Expansion	ALA110030	2	Proposed	566	55	1,923	2,544
ALA	BART	Transit	BART - Warm Springs Extension	Expansion	ALA050015	7	Proposed	44,778	98,318	746,904	890,000
ALA	BART	Transit	Hayward Shop and Yard Expansion	Expansion	ALA110003	3	Proposed	5,000	7,000	110,000	122,000
ALA	BART	Transit	BART to Livermore Extension - Develop EIR	Expansion	ALA130007	1	Proposed	14,799			14,799
ALA	BART	Transit	BART Oakland Airport Connector	Expansion	BRT990002	2	Proposed	15,232	10,000	458,768	484,000
ALA	BART	Transit	BART: Fare Collection Equipment	Maint/Rehab	ALA090065	6	Proposed			18,345	18,345
ALA	BART	Transit	MacArthur BART Plaza Remodel	Maint/Rehab	ALA090068	7	Proposed	359		3,711	4,070
ALA	BART	Transit	Enterprise Asset Management	Maint/Rehab	ALA110090	3	Proposed	2,500			2,500
ALA	BART	Transit	BART Train Car Accident Repair Project	Maint/Rehab	ALA110121	2	Proposed			1,687	1,687
ALA	BART	Transit	BART Station Electronic Bike Lockers, Ph. 2	SystMgmt	ALA070051	6	Proposed			543	543
ALA	BART	Transit	Downtown Berkeley BART Plaza/Transit Area Imps.	SystMgmt	ALA110032	2	Proposed	883		1,374	2,257
ALA	Berkeley	Local Road	Berkeley Bike/Ped Overcrossing Site Access Imps	Expansion	ALA090039	3	Proposed	97		832	929
ALA	Berkeley	Local Road	Berkeley Bay Trail Extension - Segment One	Expansion	ALA090062	6	Proposed	340		2,241	2,581
ALA	Berkeley	Local Road	City of Berkeley Transportation Action Plan - TDM	SystMgmt	ALA110007	3	Proposed	2,260			2,260
ALA	Berkeley	State Hwy	I-80 Gilman Interchange Reconfiguration	Expansion	ALA050079	9	Proposed	1,392	1,000	4,567	6,959
ALA	CCJPA	Transit	Capitol Corridor Rail Improvements	Expansion	ALA070016	4	Proposed			5,260	5,260
ALA	CCJPA	Transit	Bicycle Lockers at Capitol Corridor Stations	SystMgmt	ALA110115	2	Proposed	25		556	581
ALA	Caltrans	Local Road	Bay Trail (Union City Segment)	Expansion	ALA990091	9	Proposed	400	47	714	1,162
ALA	Caltrans	State Hwy	I-680 Sunol Grade NB HOV Lane	Expansion	ALA010014	1	Proposed	9,840	100	42,982	52,922
ALA	Caltrans	State Hwy	I-238 Widening Replacement Planting	Expansion	ALA070060	8	Proposed	559		3,500	4,059
ALA	Caltrans	State Hwy	Eastbound Truck Climbing Lane	Expansion	ALA090028	5	Proposed	14,400		63,000	77,400
ALA	Caltrans	State Hwy	I-880/SR 262 I/C and HOV lanes	Expansion	ALA978027	2	Proposed	13,150	47,263	70,891	131,304
ALA	Caltrans	State Hwy	I-680 Sunol Grade SouthBound HOV Lanes - SCL Final	Expansion	SCL991077	1	Proposed			8,308	8,308
ALA	Caltrans	Tollway	San Francisco-Oakland Bay Bridge	Maint/Rehab	ALA977038	1	Proposed	82,121	9,073	5,615,251	5,706,445
ALA	Caltrans	Transit	Environmental Study for ACE Alignment	Expansion	ALA110086	2	Proposed	300			300

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ALA	Dublin	Local Road	Alamo Canal Regional Trail, I-580 Undercrossing	Expansion	ALA090066	6	Proposed			2,651	2,651
ALA	Dublin	Local Road	West Dublin BART Golden Gate Drive Streetscape	Expansion	ALA110034	3	Proposed	103		1,783	1,886
ALA	Dublin	Local Road	Dougherty Road widening	Expansion	ALA130005	1	Proposed	1,100	2,160	15,600	18,860
ALA	Dublin	Local Road	Dublin Boulevard widening	Expansion	ALA130006	1	Proposed	400	600	3,200	4,200
ALA	Dublin	Local Road	Dublin Citywide Street Resurfacing	Maint/Rehab	ALA110024	2	Proposed	54		618	672
ALA	EB Reg Park Dis	Land/Trail	East Bay Parks Green Transportation Initiative	Expansion	ALA110011	4	Proposed	2,350		15,460	17,810
ALA	Fremont	Local Road	Widen Kato Rd from Warren Avenue to Milmont Drive	Expansion	ALA130001	1	Proposed	400		12,290	12,690
ALA	Fremont	Local Road	Fremont CBD/Midtown Streetscape	SystMgmt	ALA110012	5	Proposed	100		2,001	2,101
ALA	Fremont	Local Road	Walnut Argonaut Lane Reduction & Roundabout	SystMgmt	ALA110045	2	Proposed	67		518	585
ALA	Hayward	Local Road	Route 238 Corridor Improvement	Expansion	ALA977007	1	Proposed	11,200	23,050	66,250	100,500
ALA	Hayward	Local Road	South Hayward BART Area/Dixon Street Streetscape	SystMgmt	ALA110035	5	Proposed	325	450	1,540	2,315
ALA	Hayward	State Hwy	Rt 92/Clawiter/Whitesell Interchange Improvements	Expansion	ALA090016	3	Proposed	4,200	6,600	44,200	55,000
ALA	Hayward	State Hwy	I-880 Auxiliary lanes at Industrial Parkway	Expansion	ALA090020	5	Proposed	1,510	250	8,040	9,800
ALA	Hayward	State Hwy	I-880 NB and SB Auxiliary lanes	Expansion	ALA090021	4	Proposed	3,073	2,257	17,860	23,190
ALA	LAVTA	Transit	LAVTA Bus Rapid Transit (BRT) System Ph. 1 & 2	Expansion	ALA070021	1	Proposed	1,310		12,464	13,774
ALA	LAVTA	Transit	LAVTA: Preventive Maintenance	Maint/Rehab	ALA030030	1	Proposed			11,692	11,692
ALA	LAVTA	Transit	LAVTA Rideo Bus Restoration	Maint/Rehab	ALA110005	3	Proposed			200	200
ALA	LAVTA	Transit	LAVTA - East Bay Radio Communication System	Maint/Rehab	ALA110095	2	Proposed			640	640
ALA	LAVTA	Transit	LAVTA Capital Maintenance-Fuel	Operations	ALA110096	2	Proposed			160	160
ALA	LAVTA	Transit	LAVTA: ADA Paratransit Operating Subsidy	Operations	ALA990077	1	Proposed			5,279	5,279
ALA	Livermore	Local Road	Livermore Village Plaza & Infrastructure	Expansion	ALA110037	4	Proposed	300		3,250	3,550
ALA	Livermore	Local Road	Livermore TOD Study at I-580/SR84	SystMgmt	ALA110120	3	Proposed			645	645
ALA	MTC	Local Road	SFOBB Gateway Park	Expansion	ALA110104	2	Proposed	18,000		35,000	53,000
ALA	MTC	Local Road	Regional Planning Activities and PPM - Alameda	SystMgmt	ALA090030	1	Proposed	20,282			20,282
ALA	Newark	Local Road	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Maint/Rehab	ALA110016	2	Proposed	15		785	800
ALA	Newark	Local Road	Central Avenue Railroad Overpass at UPRR	SystMgmt	ALA010052	9	Proposed	4,200	2,235	12,646	19,081
ALA	Oakland	Local Road	Oakland Coliseum TOD	Expansion	ALA070012	7	Proposed			1,103	1,103
ALA	Oakland	Local Road	Oakland Waterfront Bay Trail	Expansion	ALA070039	6	Proposed	3,968		55,831	59,799
ALA	Oakland	Local Road	Oakland Bay Trail to Lake Merritt Bike/Ped Bridge	Expansion	ALA130003	1	Proposed	200		1,800	2,000
ALA	Oakland	Local Road	Oakland 19th Street Uptown Bike Station	Expansion	ALA130004	1	Proposed	75		531	606
ALA	Oakland	Local Road	42nd Ave. & High St. I-880 Access Improv.	Expansion	ALA991081	1	Proposed	1,800	5,990	9,736	17,526
ALA	Oakland	Local Road	Various Streets Resurfacing and Bikeway Facilities	Maint/Rehab	ALA110006	3	Proposed	633	76	4,114	4,823
ALA	Oakland	Local Road	Oakland Foothill Blvd Streetscape	SystMgmt	ALA110029	3	Proposed	400		2,970	3,370
ALA	Oakland	Local Road	Lake Merritt Improvement Project	SystMgmt	ALA110072	3	Proposed			828	828
ALA	Oakland	Port-Rail	Oakland Army Base Infrastructure Improvements	Expansion	ALA110046	2	Proposed	26,239		189,041	215,280
ALA	Pleasanton	Local Road	Pleasanton - Foothill/I-580 IC Bike/Ped Facilities	Expansion	ALA110031	4	Proposed	200		804	1,004
ALA	Pleasanton	State Hwy	PSR: SR 84 Widening from Pigeon Pass to I-680	Expansion	ALA090009	3	Proposed	2,000			2,000
ALA	Pleasanton	State Hwy	I-680/Bernal Avenue interchange improvements	Expansion	ALA090010	3	Proposed	1,000	500	2,500	4,000
ALA	Pleasanton	State Hwy	I-580 / Foothill Road interchange improvements	Expansion	ALA090013	3	Proposed	200	250	3,300	3,750

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ALA	Port of Oakland	Local Road	7th Street Grade Separation and Roadway Improvemen	Expansion	ALA090027	4	Proposed	27,583	6,891	186,030	220,504
ALA	Port of Oakland	Port-Rail	California Inter-regional Rail Intermodal Study	Expansion	ALA070054	6	Proposed	984			984
ALA	Port of Oakland	Port-Rail	Outer Harbor Intermodal Terminals (OHIT)	Expansion	ALA090026	4	Proposed	13,800		92,200	106,000
ALA	Port of Oakland	Port-Rail	Shore Power Initiative	SystMgmt	ALA110010	3	Proposed	2,341		10,902	13,243
ALA	SJRC	Transit	ACE Track Improvements.	Maint/Rehab	ALA010056	1	Proposed			13,337	13,337
ALA	SJRC	Transit	ACE Signal System Rehabilitation	Maint/Rehab	ALA050043	7	Proposed			4,579	4,579
ALA	SJRC	Transit	SJRC: Rebuild Diesel Locomotives	Maint/Rehab	ALA090060	7	Proposed			2,779	2,779
ALA	SJRC	Transit	ACE Preventative Maintenance	Maint/Rehab	ALA110099	3	Proposed			3,202	3,202
ALA	SJRC	Transit	GPS Train Tracking & Reporting System	SystMgmt	ALA050067	6	Proposed			506	506
ALA	San Leandro	Local Road	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	Expansion	ALA050002	6	Proposed	684	800	1,916	3,400
ALA	San Leandro	Local Road	San Leandro Downtown-BART Pedestrian Interface	SystMgmt	ALA110027	2	Proposed	420		5,794	6,214
ALA	San Leandro	State Hwy	I-880/SR 112 Overcrossing Replacement	Expansion	ALA070014	9	Proposed	550		5,039	5,589
ALA	San Leandro	State Hwy	I-880/Marina Blvd Interchange and Overcrossing Rep	Expansion	ALA090012	4	Proposed	1,000	500	24,400	25,900
ALA	Union C Transit	Transit	Union City: Replacement of One Transit Bus	Maint/Rehab	ALA050062	6	Proposed			317	317
ALA	Union C Transit	Transit	Union City Transit: Purchase Six (6) CNG Buses	Maint/Rehab	ALA070062	5	Proposed			3,155	3,155
ALA	Union C Transit	Transit	Union City Transit: Replace Two 35' Buses	Maint/Rehab	ALA090031	5	Proposed			22	22
ALA	Union C Transit	Transit	Union City: Replacement of Four (4) Transit Buses	Maint/Rehab	ALA090061	3	Proposed	2,074			2,074
ALA	Union C Transit	Transit	Union City: Replacement of Two (2) Transit Buses	Maint/Rehab	ALA110114	2	Proposed			1,191	1,191
ALA	Union City	Local Road	Union City Blvd Corridor Bicycle Imp, Phase 1	Expansion	ALA110028	2	Proposed	100		1,760	1,860
ALA	Union City	Transit	Union City Intermodal Station Infrastructure	Expansion	ALA090015	4	Proposed			8,910	8,910
ALA	Union City	Transit	Union City Intermodal Station Infrastructure	Expansion	ALA990015	2	Proposed	4,070	2,000	55,207	61,276
ALA	Union City	Transit	Union City BART East Plaza Enhancements	SystMgmt	ALA110036	2	Proposed	1,166		8,354	9,520
ALA	WETA	Transit	Central Bay Operations and Maintenance Facility	Expansion	ALA110001	7	Proposed	625		37,550	38,175
Totals for Alameda County								527,500	282,073	10,090,975	10,900,549

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CC	AC Transit	Transit	Richmond Prkwy Transit Center Parking	Expansion	CC-030001	1	Proposed	725		18,075	18,800
CC	Antioch	Local Road	Antioch - Wilbur Ave Bridge Widening	Expansion	CC-050002	1	Proposed	1,145	280	13,795	15,220
CC	Antioch	Local Road	Somersville Road Widening	Expansion	CC-070004	5	Proposed	600	100	10,000	10,700
CC	Antioch	Local Road	Hillcrest Ave Extension	Expansion	CC-070005	4	Proposed	350		2,000	2,350
CC	Antioch	Local Road	Sand Creek Road Extension	Expansion	CC-070006	4	Proposed	350		2,000	2,350
CC	Antioch	Local Road	Antioch - Empire Road Widening	Expansion	CC-070007	4	Proposed	500		1,000	1,500
CC	Antioch	Local Road	Laurel Road Extension	Expansion	CC-070008	5	Proposed	900	50	5,000	5,950
CC	Antioch	Local Road	Slatten Ranch Road Extension - Lone Tree to Laurel	Expansion	CC-070009	4	Proposed	350		1,000	1,350
CC	Antioch	Local Road	Antioch - Wild Horse Road Extension	Expansion	CC-070010	4	Proposed	200	5	2,000	2,205
CC	Antioch	Local Road	Fitzuren Road Widening & Realignment	Expansion	CC-090011	3	Proposed	1,000	1,000	8,000	10,000
CC	Antioch	Local Road	Antioch Various Streets Pavement Rehab	Maint/Rehab	CC-110011	2	Proposed	218	5	2,191	2,414
CC	Antioch	State Hwy	Construct new interchange at Route 4/Phillips Lane	Expansion	CC-090013	3	Proposed	1,500	500	48,000	50,000
CC	BART	Local Road	Richmond Transit Village Transit & Ped Imps	SystMgmt	CC-010021	1	Proposed	9		1,141	1,150
CC	BART	Transit	Richmond BART Parking Structure	Expansion	CC-030003	1	Proposed	2,360		27,187	29,547
CC	BART	Transit	E-BART - East Contra Costa Rail Extension	Expansion	CC-050025	8	Proposed	58,600	106,390	294,921	459,911
CC	BART	Transit	eBART Railroad Avenue Station	Expansion	CC-130002	1	Proposed	1,500		17,000	18,500
CC	BART	Transit	BART Community Information Wayfinding	SystMgmt	CC-090063	5	Proposed	200		1,350	1,550
CC	BART	Transit	Walnut Creek BART TOD Access Improvements	SystMgmt	CC-110082	3	Proposed			9,150	9,150
CC	Brentwood	Local Road	SR4/Brentwood Boulevard Widening - North (Phase I)	Expansion	CC-070011	5	Proposed	695	860	5,128	6,683
CC	Brentwood	Local Road	SR4 (Brentwood Boulevard) Widening (South)	Expansion	CC-070012	6	Proposed	703	600	3,350	4,653
CC	Brentwood	Local Road	Lone Tree Way Undercrossing	Expansion	CC-070013	5	Proposed	1,934	2,195	14,624	18,753
CC	Brentwood	Local Road	Lone Tree Way Widening	Expansion	CC-070014	5	Proposed	1,705	3,080	10,730	15,515
CC	Brentwood	Local Road	Central Blvd Widening (Phase II)	Expansion	CC-070015	5	Proposed	600	500	3,685	4,785
CC	Brentwood	Local Road	John Muir Parkway Extension (Phase I)	Expansion	CC-070077	7	Proposed	520	700	4,169	5,389
CC	Brentwood	Local Road	John Muir Parkway Extension: Ph. II	Expansion	CC-070078	7	Proposed	593	1,825	4,578	6,996
CC	Brentwood	Local Road	Brentwood Blvd North Widening - Phases II & III	Expansion	CC-090021	3	Proposed	2,695	2,080	7,250	12,025
CC	Brentwood	Local Road	Brentwood Area Schools Bike/Ped Access Imps	Expansion	CC-110052	4	Proposed	4		488	492
CC	Brentwood	Local Road	Brentwood 2012 Pavement Management Program	Maint/Rehab	CC-110009	2	Proposed	45	5	1,292	1,342
CC	CC County	Local Road	Pacheco Blvd Widening and Realignment	Expansion	CC-070018	4	Proposed	1,550	50	14,570	16,170
CC	CC County	Local Road	Carquinez Scenic Drive, SF Bay Trail Segment	Expansion	CC-070020	7	Proposed	736		2,400	3,136
CC	CC County	Local Road	Kirker Pass Road NB Truck Climbing Lanes	Expansion	CC-070075	4	Proposed	2,000	1,000	7,200	10,200
CC	CC County	Local Road	Byron Hwy Extension	Expansion	CC-070079	4	Proposed	1,000	900	8,000	9,900
CC	CC County	Local Road	Byron Highway - Vasco Road Connection	Expansion	CC-070081	4	Proposed	500	450	3,700	4,650
CC	CC County	Local Road	Montalvin Manor Ped & Transit Access Imps	Expansion	CC-070087	8	Proposed	842	48	1,468	2,359
CC	CC County	Local Road	North Richmond Truck Route Extension	Expansion	CC-090003	3	Proposed	1,800	5,100	13,000	19,900
CC	CC County	Local Road	Contra Costa Co. Camino Tassajara Widening	Expansion	CC-090022	3	Proposed	1,300	2,000	11,000	14,300
CC	CC County	Local Road	Dougherty Road Widening	Expansion	CC-090024	3	Proposed	3,600	10,000	20,000	33,600
CC	CC County	Local Road	Canal Road Bicycle and Pedestrian Facilites	Expansion	CC-110084	2	Proposed	539	90	1,217	1,846
CC	CC County	Local Road	Bailey Road Bike and Pedestrian Improvements	Expansion	CC-130003	1	Proposed	1,960	1,000	9,800	12,760

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CC	CC County	Local Road	Contra Costa County Vasco Road Safety Improvements	SystMgmt	CC-050030	1	Proposed	4,400	200	28,929	33,529
CC	CC County	Local Road	Bailey Road-State Route 4 Interchange	SystMgmt	CC-130001	1	Proposed	1,773	1	7,140	8,914
CC	CCCTA	Transit	Pacheco Transit Hub	Expansion	CC-050010	6	Proposed	130	452	1,400	1,982
CC	CCCTA	Transit	CCCTA: Preventive Maintenance Program	Maint/Rehab	CC-030034	1	Proposed			19,549	19,549
CC	CCCTA	Transit	CCCTA - Replace 10 40' buses - Hybrid	Maint/Rehab	CC-110061	2	Proposed			7,034	7,034
CC	CCCTA	Transit	CCCTA: Replace 4 LINK Vans	Maint/Rehab	CC-110062	2	Proposed			465	465
CC	CCCTA	Transit	CCCTA: Replace 4 Minivans	Maint/Rehab	CC-110063	2	Proposed			217	217
CC	CCCTA	Transit	CCCTA: Maintenance Facility Rehabilitation	Maint/Rehab	CC-110064	2	Proposed			600	600
CC	CCCTA	Transit	CCCTA: Inventory Asset Management System	Maint/Rehab	CC-110065	2	Proposed			375	375
CC	CCCTA	Transit	Replace Diesel Trolleys with Electric TrolleyBuses	Maint/Rehab	CC-110083	2	Proposed			5,400	5,400
CC	CCCTA	Transit	CCCTA: Replace 7 30' Buses	Maint/Rehab	CC-110095	3	Proposed			3,550	3,550
CC	CCCTA	Transit	CCCTA - Replace 6 22' Paratransit Vans	Maint/Rehab	CC-110096	2	Proposed			502	502
CC	CCCTA	Transit	CCCTA - Replace 4 Paratransit Minivans	Maint/Rehab	CC-110097	2	Proposed			225	225
CC	CCCTA	Transit	CCCTA - Purchase and Install 40 Elec. Cooling Fans	Maint/Rehab	CC-110098	2	Proposed			400	400
CC	CCCTA	Transit	CCCTA - Replace 15 40' Buses	Maint/Rehab	CC-110099	2	Proposed			8,223	8,223
CC	CCCTA	Transit	CCCTA - Replace 18 40' Buses	Maint/Rehab	CC-110100	3	Proposed			11,485	11,485
CC	CCCTA	Transit	CCCTA: ADA Paratransit Assistance	Operations	CC-99T001	1	Proposed			11,897	11,897
CC	CCTA	Local Road	Mokelumne Trail Bike/Ped Overcrossing	Expansion	CC-070067	6	Proposed	600	1,000	4,500	6,100
CC	CCTA	State Hwy	I-680 / SR 4 I/C Reconstruction - Phases 1-5	Expansion	CC-010023	1	Proposed	38,110	5,936	381,300	425,346
CC	CCTA	State Hwy	I-680 Auxiliary Lanes	Expansion	CC-030005	1	Proposed	3,784		30,216	34,000
CC	CCTA	State Hwy	SR 4 East Widening from Somersville to SR 160	Expansion	CC-030028	1	Proposed	35,300	62,100	287,402	384,802
CC	CCTA	State Hwy	I-680 SB HOV Lane Gap Closure	Expansion	CC-050028	8	Proposed	9,457	100	90,443	100,000
CC	CCTA	State Hwy	I-680 NB HOV Lane Extension	Expansion	CC-070022	6	Proposed	6,000	1,000	41,000	48,000
CC	CCTA	State Hwy	SR4 Bypass: Laurel Rd to Sand Creek	Expansion	CC-070049	7	Proposed	2,600	1,000	13,000	16,600
CC	CCTA	State Hwy	SR4: Balfour Road Interchange	Expansion	CC-070053	5	Proposed	3,600	7,400	35,400	46,400
CC	CCTA	State Hwy	SR4 /SR160 Interchange and Connectors	Expansion	CC-070054	5	Proposed	5,000	100	45,000	50,100
CC	CCTA	State Hwy	SR4 Bypass: Sand Creek Interchange	Expansion	CC-070057	6	Proposed	3,800	1,000	20,000	24,800
CC	CCTA	State Hwy	SR 239 - New State Highway Study	Expansion	CC-110066	3	Proposed	29,244			29,244
CC	Caltrans	Port-Rail	Richmond Rail Connector	Expansion	CC-090032	7	Proposed	2,950	4,750	16,620	24,320
CC	Caltrans	State Hwy	SR 24 - Caldecott Tunnel 4th Bore	Expansion	CC-010002	1	Proposed	53,950	1,100	365,296	420,346
CC	Caltrans	Transit	Double rail track btw Oakley & Port Chicago	Expansion	CC-090010	4	Proposed	1,000		27,071	28,071
CC	Caltrans	Transit	Oakley to Port Chicago, Track Seg. 3, Phase 2	Maint/Rehab	CC-110081	2	Proposed			20,500	20,500
CC	Concord	Local Road	Commerce Avenue Extension	Expansion	CC-070026	5	Proposed	1,634	1,155	4,959	7,748
CC	Concord	Local Road	Waterworld Parkway Extension and New Bridge	Expansion	CC-070027	5	Proposed	1,800	200	5,748	7,748
CC	Concord	Local Road	Panoramic Drive Extension	Expansion	CC-070028	4	Proposed	2,000		8,497	10,497
CC	Concord	Local Road	Ygnacio Valley/Kirker Pass Roads Widening	Expansion	CC-090026	3	Proposed	800	1,000	6,372	8,172
CC	Concord	Local Road	Monument Corridor Pedestrian and Bikeway Network I	Expansion	CC-090067	5	Proposed	173	15	1,082	1,270
CC	Concord	Local Road	Concord Monument Corridor Shared Use Trail	Expansion	CC-110019	2	Proposed	114	5	753	872
CC	Concord	Local Road	Concord Blvd Pavement Rehabilitation	Maint/Rehab	CC-110010	2	Proposed	256	5	2,426	2,687

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CC	Concord	Local Road	Concord Clayton Road/Treat Blvd Intersection Imps.	SystMgmt	CC-090023	3	Proposed	280	300	2,100	2,680
CC	Concord	State Hwy	SR 242 / Clayton Road Interchange Improvements	Expansion	CC-070024	4	Proposed	3,500	4,000	23,500	31,000
CC	Concord	State Hwy	SR4/Willow Pass Interchange Improvements	Expansion	CC-070025	4	Proposed	3,000	2,000	28,000	33,000
CC	Danville	Local Road	Crow Canyon/Camino Tassajara Intersection Imps	Maint/Rehab	CC-050075	1	Proposed	391	5	5,734	6,130
CC	Danville	Local Road	Diablo Road Imps. - Green Valley to Avenida Neuva	Maint/Rehab	CC-090001	3	Proposed	600	60	3,500	4,160
CC	Danville	Local Road	San Ramon Valley Street Smarts SR2S Program	SystMgmt	CC-110050	2	Proposed			413	413
CC	Danville	Transit	San Ramon Valley Bus Program	Operations	CC-090004	3	Proposed			8,000	8,000
CC	EB Reg Park Dis	Local Road	Atlas Road - New Bridge and Roadway Extension	Expansion	CC-070063	5	Proposed	450		1,702	2,152
CC	EB Reg Park Dis	Land/Trail	Conta Costa Parks Bike/Ped Trail Improvements	Maint/Rehab	CC-070033	7	Proposed	72		878	950
CC	ECCTA	Transit	Tri-Delta: Park and Ride Facility Land Purchase	Expansion	CC-050029	1	Proposed		693	1,083	1,776
CC	ECCTA	Transit	Tri Delta Transit Park and Ride Lots	Expansion	CC-090036	3	Proposed	802	5	10	817
CC	ECCTA	Transit	ECCTA: Preventive Maintenance Program	Maint/Rehab	CC-030037	1	Proposed			3,439	3,439
CC	ECCTA	Transit	ECCTA: Transit Bus Replacements	Maint/Rehab	CC-070092	1	Proposed			40,110	40,110
CC	ECCTA	Transit	Tri-Delta: ADA Operating Assistance	Operations	CC-030035	1	Proposed			6,343	6,343
CC	ECCTA	Transit	ECCTA - Capital Maintenance-Fuel	Operations	CC-110080	2	Proposed			348	348
CC	ECCTA	Transit	Tri-Delta: Install Clipper Fareboxes	SystMgmt	CC-090039	6	Proposed			254	254
CC	El Cerrito	Local Road	Del Norte Area TOD Bike/Ped/Transit Access Imps	SystMgmt	CC-070046	7	Proposed	1,000	500	5,875	7,375
CC	El Cerrito	Local Road	San Pablo Avenue Streetscape	SystMgmt	CC-070074	1	Proposed	700	10	3,806	4,516
CC	El Cerrito	Local Road	Moeser & Ashbury Ped/Bike Corridor Improvements	SystMgmt	CC-090066	6	Proposed	40		1,055	1,095
CC	El Cerrito	Local Road	El Cerito Central Ave & Liberty St Streetscape Imp	SystMgmt	CC-110005	3	Proposed	109	5	1,072	1,186
CC	Hercules	Local Road	Refugio Bridge - Bike, Ped & Vehicle Connectivity	Expansion	CC-070086	4	Proposed	340		8,401	8,741
CC	Hercules	Local Road	Central Hercules Arterial Improvements	Expansion	CC-090008	3	Proposed	500	900	1,336	2,736
CC	Hercules	Local Road	Hercules (Bio-Rad) Bay Trail	Expansion	CC-090065	4	Proposed	567		4,045	4,612
CC	Hercules	Local Road	Hercules New Town Center Complete Street	SystMgmt	CC-110015	4	Proposed	200	5	5,830	6,035
CC	Hercules	State Hwy	SR4/Willow Avenue Ramps	SystMgmt	CC-070051	5	Proposed	2,466	3,810	14,740	21,016
CC	Hercules	Transit	Hercules Intercity Rail Station - Phase 1	Expansion	CC-030002	1	Proposed	3,500	2,162	13,020	18,682
CC	Hercules	Transit	Construct Phase 2 of Hercules Intermodal Station	Expansion	CC-090009	5	Proposed	190	100	47,100	47,390
CC	Lafayette	Local Road	Lafayette - Pleasant Hill Road South Bike/Ped Imps	Expansion	CC-090064	6	Proposed	151		1,144	1,295
CC	Lafayette	Local Road	Lafayette Downtown Bike/Ped Imp & Streetscape	SystMgmt	CC-110006	5	Proposed	182	5	2,114	2,301
CC	MTC	Local Road	Regional Planning Activities and PPM - CC County	SystMgmt	CC-090035	1	Proposed	12,209			12,209
CC	MTC	Local Road	Local PDA Planning - Contra Costa	SystMgmt	CC-110101	2	Proposed			3,101	3,101
CC	Martinez	Local Road	Martinez - Court Street Overcrossing, Phase 1	Expansion	CC-090005	4	Proposed	1,455	970	7,275	9,700
CC	Martinez	Local Road	Martinez - Marina Vista Streetscape	SystMgmt	CC-070085	8	Proposed	238		3,021	3,259
CC	Martinez	State Hwy	I-680/Marina Vista I/C Improvements	Expansion	CC-070038	5	Proposed	2,000	500	5,396	7,896
CC	Martinez	Transit	Martinez Intermodal Station Parking Expansion	Expansion	CC-030004	6	Proposed	400	10,500	9,100	20,000
CC	Moraga	Local Road	Moraga Way Streetscape	SystMgmt	CC-110055	3	Proposed	15		625	640
CC	Oakley	Local Road	Main Street Widening	Expansion	CC-090015	3	Proposed	630	1,000	11,000	12,630
CC	Oakley	State Hwy	SR4 Realignment in Oakley	Expansion	CC-070065	6	Proposed	2,246	5,012	3,240	10,498
CC	Orinda	Local Road	Moraga Way Pedestrian Pathway	Expansion	CC-110048	2	Proposed	37		221	258

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CC	Pinole	State Hwy	Widen Pinole Valley Road ramps at I-80	Expansion	CC-090017	3	Proposed	50	100	637	787
CC	Pittsburg	Local Road	California Avenue Widening	Expansion	CC-070041	4	Proposed	900	7,900	4,600	13,400
CC	Pittsburg	Local Road	West Leland Extension, Phase II	Expansion	CC-070043	4	Proposed	1,800	900	8,900	11,600
CC	Pittsburg	Local Road	Pittsburg-Antioch Highway Widening	Expansion	CC-070044	4	Proposed	1,300	690	3,000	4,990
CC	Pittsburg	Local Road	James Donlon Extension (Buchanan Rd Bypass)	Expansion	CC-070045	4	Proposed	4,400	500	28,600	33,500
CC	Pittsburg	Local Road	Pittsburg N. Parkside Dr. Bike Lanes and Sidewalks	Expansion	CC-110017	2	Proposed	105	5	1,041	1,151
CC	Pittsburg	Local Road	Pittsburg Railroad Avenue Pavement Rehab	Maint/Rehab	CC-110012	2	Proposed	125	5	1,100	1,230
CC	Pittsburg	Local Road	Bailey Road Transit Access Improvements	SystMgmt	CC-070084	6	Proposed	184	45	1,969	2,198
CC	Pleasant Hill	Local Road	Pleasant Hill - Buskirk Avenue Widening	Expansion	CC-090002	3	Proposed	1,500	2,900	6,600	11,000
CC	Pleasant Hill	Local Road	Lisa Lane Sidewalk Project	Expansion	CC-110051	3	Proposed	76		645	721
CC	Pleasant Hill	Local Road	Central-East County SR2S Program	SystMgmt	CC-110049	2	Proposed			819	819
CC	Richmond	Local Road	Griffin Drive Railroad At-Grade Crossing	Expansion	CC-070047	6	Proposed	900		1,600	2,500
CC	Richmond	Local Road	Marina Bay Parkway Grade Separation	Expansion	CC-090018	3	Proposed	7,058	1,573	28,294	36,925
CC	Richmond	Local Road	Richmond Barrett Avenue Bicycle Lanes	Expansion	CC-110018	2	Proposed	81	5	678	764
CC	Richmond	Local Road	Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Maint/Rehab	CC-030011	1	Proposed	58		1,138	1,196
CC	Richmond	Local Road	Easy Go Richmond	Operations	CC-110102	2	Proposed			254	254
CC	Richmond	Local Road	Richmond Transit Village: Nevin Imps BART-19th	SystMgmt	CC-110007	5	Proposed	265	5	2,152	2,422
CC	Richmond	Local Road	Richmond Transit Village: Nevin Imps 19th-27th	SystMgmt	CC-110016	5	Proposed	600		6,476	7,076
CC	Richmond	Local Road	SR2S - Nystrom,Coronado,Highland,Wilson & Wash.	SystMgmt	CC-110031	2	Proposed			976	976
CC	Richmond	State Hwy	I-80/Central Avenue Interchange Modification	Expansion	CC-050076	7	Proposed	1,845		19,174	21,019
CC	San Pablo	Local Road	El Portal Drive Rehabilitation / Gateway Phases II	Maint/Rehab	CC-110001	2	Proposed	315	5	1,600	1,920
CC	San Pablo	State Hwy	Reconstruct I-80/San Pablo Dam Rd Interchange	Expansion	CC-070035	7	Proposed	9,000	19,950	84,500	113,450
CC	San Ramon	Local Road	Bollinger Canyon Road Widening (Alcosta to SRVB)	Expansion	CC-090019	3	Proposed	1,756	235	8,621	10,613
CC	San Ramon	State Hwy	I-680 Direct Access Ramps	Expansion	CC-070036	5	Proposed	7,000	8,500	86,100	101,600
CC	St. Rte. 4 BA	State Hwy	SR4 Bypass: Sand Creek to Balfour Rd	Expansion	CC-070048	6	Proposed	2,100	300	10,000	12,400
CC	WCCTA	Transit	WCCTA: Preventive Maintenance Program	Maint/Rehab	CC-030025	1	Proposed			2,045	2,045
CC	WCCTA	Transit	WCCTA: Replace (5) 1999 35' Revenue Vehicles	Maint/Rehab	CC-110057	2	Proposed			2,329	2,329
CC	WCCTA	Transit	WCCTA: Purchase of non revenue Service Vehicle	Maint/Rehab	CC-110058	2	Proposed			40	40
CC	WCCTA	Transit	WCCTA Replace (8)1988 40' transit buses	Maint/Rehab	CC-110092	3	Proposed			4,380	4,380
CC	WCCTA	Transit	WCCTA: Replace (1) 2003 40' transit buses	Maint/Rehab	CC-110093	2	Proposed			548	548
CC	WCCTA	Transit	WCCTA - Replace (1) 40 foot diesel transit vehicle	Maint/Rehab	CC-110094	2	Proposed			688	688
CC	WCCTA	Transit	WCCTA: ADA Paratransit Operating Subsidy	Operations	CC-990045	1	Proposed			1,458	1,458
CC	WCCTA	Transit	Hercules Intermodal Station Improvements	SystMgmt	CC-050074	6	Proposed	1,141		473	1,614
CC	WETA	Transit	Richmond Ferry Service	Expansion	CC-070062	7	Proposed	3,312		39,050	42,362
CC	WETA	Transit	Martinez Ferry Service	Expansion	CC-110002	2	Proposed	812			812
CC	WETA	Transit	Antioch Ferry Service	Expansion	CC-110003	2	Proposed	812			812
CC	Walnut Creek	Local Road	Pleasant Hill Geary Road Widening Phase 3	Expansion	CC-070050	4	Proposed	850	100	7,000	7,950
CC	Walnut Creek	Local Road	Walnut Creek Various Arterials & Collectors Rehab	Maint/Rehab	CC-110013	4	Proposed	75	5	2,023	2,103
Totals for Contra Costa County								390,994	305,598	2,773,876	3,470,468

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MRN	Caltrans	State Hwy	US-101 Mission Bell Installation	Other	MRN110003	2	Proposed	55	5	181	241
MRN	Caltrans	State Hwy	US 101 - Golden Gate Botanical Area Revegetation	SystMgmt	MRN050012	7	Proposed	70	5	520	595
MRN	FHWA	Local Road	Stinson Beach Access Road	Maint/Rehab	MRN050020	5	Proposed	230		2,573	2,803
MRN	Fairfax	Local Road	Fairfax - Non-motorized Transp. Pilot Program	Expansion	MRN070014	6	Proposed	139		175	314
MRN	GGBHTD	Tollway	Golden Gate Bridge Seismic Retrofit, Phase 3B	Maint/Rehab	MRN050018	1	Proposed			142,752	142,752
MRN	GGBHTD	Tollway	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	Maint/Rehab	MRN970016	2	Proposed			274,357	274,357
MRN	GGBHTD	Tollway	Golden Gate Bridge - Suicide Deterrent System	SystMgmt	MRN050019	8	Proposed	7,000			7,000
MRN	GGBHTD	Transit	Larkspur Ferry Terminal Parking Garage	Expansion	MRN130001	1	Proposed	500		3,500	4,000
MRN	GGBHTD	Transit	ACIS Radio Communications System	Maint/Rehab	MRN010035	1	Proposed			20,682	20,682
MRN	GGBHTD	Transit	GGBHTD: Fixed Guideway Connectors	Maint/Rehab	MRN030010	1	Proposed			33,296	33,296
MRN	GGBHTD	Transit	GGBHTD: Ferry Major Components Rehabilitation	Maint/Rehab	MRN030011	1	Proposed			14,011	14,011
MRN	GGBHTD	Transit	4 Replacement Express Buses	Maint/Rehab	MRN050015	6	Proposed			1,600	1,600
MRN	GGBHTD	Transit	GGBHTD: Facilities Rehabilitation	Maint/Rehab	MRN050025	1	Proposed			14,582	14,582
MRN	GGBHTD	Transit	GGBHTD: Replacement of Ferry Propulsion Systems	Maint/Rehab	MRN090025	1	Proposed			3,900	3,900
MRN	GGBHTD	Transit	GGBHTD: Replace 30 - 1997 45' MCI Buses	Maint/Rehab	MRN090034	4	Proposed			19,081	19,081
MRN	GGBHTD	Transit	GGBHTD: Replace 7 - 2005 Paratransit Vans	Maint/Rehab	MRN090035	4	Proposed			557	557
MRN	GGBHTD	Transit	GGBHTD: Bus Stop Improvements	Maint/Rehab	MRN090036	3	Proposed			1,478	1,478
MRN	GGBHTD	Transit	GGBHTD - Replace 2 - 1998 45' Over-The-Road Buses	Maint/Rehab	MRN110027	3	Proposed			1,310	1,310
MRN	GGBHTD	Transit	GGBHTD - Replace 3 - 2005 Paratransit Vans	Maint/Rehab	MRN110028	3	Proposed			245	245
MRN	GGBHTD	Transit	GGBHTD - Replace 7 - 40' Diesel Buses	Maint/Rehab	MRN110045	2	Proposed			3,760	3,760
MRN	GGBHTD	Transit	GGBHTD - Replace 14 - 45' OTR Coaches	Maint/Rehab	MRN110046	3	Proposed			9,637	9,637
MRN	GGBHTD	Transit	Ferry channel & berth dredging.	Maint/Rehab	MRN990017	2	Proposed			20,894	20,894
MRN	GGBHTD	Transit	Golden Gate Transit: ADA Paratransit Assistance	Operations	MRN090033	9	Proposed			1,683	1,683
MRN	GGBHTD	Transit	San Rafael Transit Center Improvements	SystMgmt	MRN070008	8	Proposed			365	365
MRN	GGBHTD	Transit	Larkspur Ferry Terminal Parking Improvements	SystMgmt	MRN070018	7	Proposed			1,681	1,681
MRN	GGBHTD	Transit	Golden Gate Transit Station Bicycle Improvements	SystMgmt	MRN090012	8	Proposed	40		123	163
MRN	Larkspur	Local Road	Larkspur - Non-motorized Transpo. Pilot Program	Expansion	MRN070015	1	Proposed	324		1,272	1,596
MRN	MCTD	Transit	Local Bus Stop Revitalization in Marin County	Maint/Rehab	MRN110004	2	Proposed			2,000	2,000
MRN	MCTD	Transit	Capital Improvements For Muir Woods Shuttle	Maint/Rehab	MRN110030	3	Proposed			2,168	2,168
MRN	MCTD	Transit	MCTD Preventive Maintenance	Maint/Rehab	MRN110040	2	Proposed			112	112
MRN	MCTD	Transit	Marin Transit Replace Four Local Buses	Maint/Rehab	MRN110042	2	Proposed			2,795	2,795
MRN	MCTD	Transit	Marin Transit Seven Local Buses	Maint/Rehab	MRN110043	2	Proposed			5,072	5,072
MRN	MCTD	Transit	Marin Transit - Replace 13 Paratransit Vehicles	Maint/Rehab	MRN110044	2	Proposed			1,114	1,114
MRN	MCTD	Transit	Marin Transit Low Income Youth Pass Program	Operations	MRN110041	2	Proposed			112	112
MRN	MCTD	Transit	MCTD- ADA Paratransit Assistance	Operations	MRN110047	2	Proposed			2,525	2,525
MRN	MCTD	Transit	Marin county: Bus Stop Improvements	SystMgmt	MRN070001	1	Proposed	500		1,923	2,423
MRN	MTC	Local Road	Regional Planning Activities and PPM - Marin	SystMgmt	MRN090020	1	Proposed	7,131			7,131
MRN	MTC	Local Road	Local PDA Planning - Marin	SystMgmt	MRN110039	2	Proposed			848	848
MRN	Marin County	Local Road	Non-motorized Transp. Pilot Program - Marin County	Expansion	MRN050033	2	Proposed	5,031	490	5,503	11,024

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MRN	Marin County	Local Road	Non-motorized Transp. Projects - Marin County	Expansion	MRN090049	9	Proposed	1,238			1,238
MRN	Marin County	Local Road	Sir Francis Drake Boulevard Westbound Bike Lane	Expansion	MRN090050	7	Proposed	132		329	461
MRN	Marin County	Local Road	Strawberry Point School Pedestrian Imps	Expansion	MRN110006	2	Proposed	62		475	537
MRN	Marin County	Local Road	Marinwood, Greenbrae, Strawberry & Marin City Imps	Expansion	MRN110007	2	Proposed	225		990	1,215
MRN	Marin County	Local Road	Venetia Valley School SR2S Pedestrian Access Imps	Expansion	MRN110016	3	Proposed	71		362	433
MRN	Marin County	Local Road	Miller Creek Road Bike Lanes and Ped Improvements	Expansion	MRN110033	2	Proposed	45		362	407
MRN	Marin County	Local Road	Mountain View Rd Bridge Replacement - 27C0154	Expansion	MRN110035	2	Proposed	328		918	1,246
MRN	Marin County	Local Road	Marin Parklands Visitor Access, Phase 2	Maint/Rehab	MRN070019	8	Proposed	1,036		3,410	4,446
MRN	Marin County	Local Road	Marin County: Southern Marin Roads Rehab	Maint/Rehab	MRN090053	5	Proposed	151		1,203	1,354
MRN	Marin County	Local Road	Novato Boulevard Resurfacing	Maint/Rehab	MRN110015	3	Proposed	91		1,137	1,228
MRN	Marin County	Local Road	Sir Francis Drake Blvd. MP 20.70 Slide Repair	Maint/Rehab	MRN130002	1	Proposed	45		515	560
MRN	Marin County	Local Road	Muir Woods Road MP 0.49 Slide Repair	Maint/Rehab	MRN130003	1	Proposed	74		856	930
MRN	Marin County	State Hwy	Tennessee Valley Bridge	Maint/Rehab	MRN010006	1	Proposed	300		611	911
MRN	Mill Valley	Local Road	Mill Valley - Sycamore Ave Pedistrian Facilities	Expansion	MRN090052	4	Proposed	72		339	411
MRN	Mill Valley	Local Road	Mill Valley - Miller Avenue Rehabilitation	Maint/Rehab	MRN070002	6	Proposed	1,100	300	5,750	7,150
MRN	Mill Valley	Local Road	Mill Valley - Edgwood Avenue Resurfacing	Maint/Rehab	MRN110009	2	Proposed	49		277	326
MRN	Mill Valley	Local Road	Mill Valley - Non-motorized Transp. Pilot Program	SystMgmt	MRN070020	7	Proposed	147		946	1,093
MRN	Novato	Local Road	Novato Boulevard Widening, Diablo to Grant	Expansion	MRN070006	7	Proposed	1,063		7,911	8,974
MRN	San Anselmo	Local Road	San Anselmo - Center Blvd Bridge Replace (27C0079)	Expansion	MRN110032	2	Proposed	1,060	1,250	3,507	5,817
MRN	San Rafael	Local Road	San Rafael - Non-motorized Transport Pilot Program	Expansion	MRN070009	1	Proposed	1,114		1,557	2,671
MRN	San Rafael	Local Road	San Rafael: Sidewalk along East Francisco Blvd	Expansion	MRN110029	3	Proposed	200		1,300	1,500
MRN	San Rafael	Local Road	San Rafael Citywide Street Resurfacing	Maint/Rehab	MRN110008	2	Proposed	180		1,152	1,332
MRN	Sausalito	Local Road	Sausalito - Non-motorized Transp. Pilot Program	SystMgmt	MRN070012	9	Proposed	156	124	410	690
MRN	Sausalito	Local Road	Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps	SystMgmt	MRN110010	3	Proposed	100		185	285
MRN	TAM	Local Road	Central Marin Ferry Access Improvements	Expansion	MRN050014	9	Proposed	4,410		10,702	15,112
MRN	TAM	Local Road	Marin Bike/Ped Facility North of Atherton Ave.	Expansion	MRN070003	6	Proposed		510	100	610
MRN	TAM	Local Road	TAM - Non-motorized Transportation Pilot Program	SystMgmt	MRN070017	4	Proposed	100			100
MRN	TAM	State Hwy	US 101 / Greenbrae Interchange Corridor Impts.	Expansion	MRN050001	8	Proposed	24,093	10,100	120,607	154,800
MRN	TAM	State Hwy	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	Expansion	MRN050034	1	Proposed	37,177	31,297	272,513	340,987
MRN	TAM	State Hwy	Highway 101 Landscaping for Gap Closure Project	SystMgmt	MRN110034	2	Proposed	430		3,470	3,900
MRN	Various	Local Road	Marin County: Major Roads Rehabilitation	Maint/Rehab	MRN090008	4	Proposed	2,000	3,000	25,000	30,000
Totals for Marin County								98,269	47,081	1,065,283	1,210,634

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NAP	American	Local Road	American Canyon Napa Junction Elementary Ped Imps	Expansion	NAP090007	7	Proposed	79		197	276
NAP	American	Local Road	American Canyon: Theresa Ave Sidewalk Imp Phase 3	Expansion	NAP110007	4	Proposed	4		226	230
NAP	American	Local Road	American Canyon - Napa Square Pavement Rehab.	Maint/Rehab	NAP110022	3	Proposed			268	268
NAP	American	Local Road	American Canyon PDA Development Plan	SystMgmt	NAP110006	2	Proposed	360		1,500	1,860
NAP	Caltrans	State Hwy	Design of SR 12/29 /Airport Blvd Grade Separation	Expansion	NAP010002	6	Proposed	1,500			1,500
NAP	Caltrans	State Hwy	SR 12 (Jamieson Canyon Road) Widening	Expansion	NAP010008	1	Proposed	14,495	15,856	107,400	137,751
NAP	MTC	Local Road	Regional Planning Activities and PPM - Napa	SystMgmt	NAP090002	1	Proposed	5,633			5,633
NAP	MTC	Local Road	Local PDA Planning - Napa	SystMgmt	NAP110025	2	Proposed			848	848
NAP	NCTPA	Local Road	Napa Valley Vine Trail Design and Construction	Expansion	NAP110014	4	Proposed	1,239		4,125	5,364
NAP	NCTPA	Local Road	NCTPA: Napa County SRTS Program Expansion	SystMgmt	NAP110012	2	Proposed			315	315
NAP	NCTPA	Transit	NCTPA: Replace Rolling Stock	Maint/Rehab	NAP090005	5	Proposed			10,428	10,428
NAP	NCTPA	Transit	NCTPA Equipment Replacement and Upgrades	Maint/Rehab	NAP090008	4	Proposed			1,240	1,240
NAP	NCTPA	Transit	NCTPA: ADA Operating Assistance	Operations	NAP030004	1	Proposed			381	381
NAP	NCTPA	Transit	Napa Vine Operating Assistance	Operations	NAP970010	2	Proposed			33,224	33,224
NAP	NCTPA	Transit	Napa: Bus Stop Improvements	SystMgmt	NAP030005	9	Proposed			782	782
NAP	NCTPA	Transit	Napa County Community Based Transportation Plan	SystMgmt	NAP110024	2	Proposed			100	100
NAP	Napa	Local Road	Napa:Lincoln Ave Bike Lane - Jefferson to Railroad	Expansion	NAP110011	5	Proposed	100		113	213
NAP	Napa	Local Road	Napa City North/South Bike Connection	Expansion	NAP110013	2	Proposed	48		247	295
NAP	Napa	Local Road	Napa (City): 2011 Cape Seal Pavement Rehab	Maint/Rehab	NAP110008	3	Proposed	20		706	726
NAP	Napa	Local Road	Napa City - Linda Vista Pavement Overlay	Maint/Rehab	NAP110015	3	Proposed	37		739	776
NAP	Napa County	Local Road	Napa County: Silverado Trail Paving Phase F	Maint/Rehab	NAP110009	3	Proposed			955	955
NAP	Napa County	Local Road	Silverado Trail Phase G and H Rehab	Maint/Rehab	NAP110023	2	Proposed			1,595	1,595
NAP	Napa Vine	Transit	Park & Ride Lots in Napa County	Expansion	NAP050009	6	Proposed	365	2,200	2,465	5,030
NAP	Yountville	Local Road	Yountville - Napa County Bicycle Path Extension	Expansion	NAP090006	8	Proposed	55		94	149
Totals for Napa County								23,935	18,056	167,949	209,940

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REG	ACWA	Local Road	Green Star / Cool Schools Program	SystMgmt	REG110016	4	Proposed			980	980
REG	Alameda County	Regional	Local Government EV Fleet Program	SystMgmt	REG110013	4	Proposed	9		2,799	2,808
REG	BAAQMD	Regional	Regional Bicycle Sharing Pilot	Expansion	REG110010	4	Proposed	200	20	6,283	6,503
REG	BAAQMD	Transit	Spare the Air Program	SystMgmt	MTC990015	2	Proposed	5,184		14,994	20,178
REG	BART	Transit	BART Train Control Renovation	Maint/Rehab	BRT030004	1	Proposed	400		189,577	189,977
REG	BART	Transit	BART: Traction Power System Renovation	Maint/Rehab	BRT030005	1	Proposed	1,722		160,353	162,075
REG	BART	Transit	BART Transbay Tube Seismic Retrofit	Maint/Rehab	BRT050003	6	Proposed	75,060	3,500	197,615	276,175
REG	BART	Transit	BART: Rail, Way and Structures Program	Maint/Rehab	BRT97100B	1	Proposed			151,400	151,400
REG	BART	Transit	BART Car Exchange (Preventive Maintenance)	Maint/Rehab	REG050020	1	Proposed			603,079	603,079
REG	BART	Transit	BART: Railcar Replacement Program	Maint/Rehab	REG090037	7	Proposed			1,025,600	1,025,600
REG	BART	Transit	ADA Paratransit Capital Accessibility Improve	SystMgmt	BRT99T01B	1	Proposed			34,058	34,058
REG	Caltrain	Transit	Caltrain: Revenue Vehicle Rehab Program	Maint/Rehab	REG090051	9	Proposed			8,185	8,185
REG	Caltrain	Transit	Caltrain: Preventive Maintenance	Maint/Rehab	REG090053	7	Proposed			14,713	14,713
REG	Caltrain	Transit	Caltrain Transit Asset Management System (CTAMS)	Maint/Rehab	REG110025	3	Proposed			750	750
REG	Caltrain	Transit	Caltrain: Systemwide Track Rehab & Related Struct.	Maint/Rehab	SM-03006B	1	Proposed			96,212	96,212
REG	Caltrain	Transit	Caltrain: Signal/Communication Rehab. & Upgrades	Maint/Rehab	SM-050041	1	Proposed			38,027	38,027
REG	Caltrain	Transit	Caltrain Positive Train Control System	SystMgmt	REG110030	4	Proposed	52,850		178,150	231,000
REG	Caltrans	Local Road	GL: Safety Improvements - SRTS	Expansion	VAR110012	2	Proposed			16,619	16,619
REG	Caltrans	Local Road	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Maint/Rehab	VAR110045	3	Proposed			389,358	389,358
REG	Caltrans	State Hwy	GL: Shoulder Imprv - SHOPP Roadside Preservation	Maint/Rehab	MTC050008	8	Proposed	18,805	67	40,534	59,406
REG	Caltrans	State Hwy	GL: Safety Improvements - SHOPP Mobility Program	Maint/Rehab	VAR110001	2	Proposed			87,341	87,341
REG	Caltrans	State Hwy	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Maint/Rehab	VAR110003	3	Proposed			190,733	190,733
REG	Caltrans	State Hwy	GL: Safety Imprv. - SHOPP Collision Reduction	Maint/Rehab	VAR110004	4	Proposed			221,255	221,255
REG	Caltrans	State Hwy	GL: Emergency Repair - SHOPP Emergency Response	Maint/Rehab	VAR110005	5	Proposed			287,249	287,249
REG	Caltrans	State Hwy	GL: Pvmt Resurf/Rehab SHS - Highway Maint.	Maint/Rehab	VAR110031	2	Proposed			29,462	29,462
REG	Caltrans	State Hwy	GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor	Maint/Rehab	VAR110037	2	Proposed			7,070	7,070
REG	Caltrans	State Hwy	GL: Safety Improvements - SHOPP Mandates	Maint/Rehab	VAR110042	3	Proposed			30,354	30,354
REG	Caltrans	State Hwy	GL: Bridge Rehab and Reconstruction - SHOPP	Maint/Rehab	VAR110044	3	Proposed			499,302	499,302
REG	Caltrans	State Hwy	Statewide Archaeological Reburial Database	Other	REG110022	2	Proposed	575			575
REG	Caltrans	State Hwy	Cultural Resources Legacy Data Database	Other	REG110023	2	Proposed	1,630			1,630
REG	Caltrans	State Hwy	Geoarchaeological Study of Route 101 Corridor	Other	REG110024	2	Proposed	358			358
REG	Caltrans	State Hwy	GL: Safety Imprv - Highway Safety Improvement Prog	SystMgmt	VAR110007	5	Proposed			52,018	52,018
REG	Caltrans	Transit	GL: Elderly & Persons with Disability Program	Maint/Rehab	REG110042	2	Proposed			5,188	5,188
REG	Caltrans	Transit	GL: FTA Non-Urbanized Formula Program	Operations	REG110041	2	Proposed			10,215	10,215
REG	Caltrans	Transit	GL: Railroad/Highway Crossings	SystMgmt	VAR110046	2	Proposed			3,212	3,212
REG	GGBHTD	Transit	Golden Gate Transit: SF Bus Lot Modifications	Maint/Rehab	REG090052	5	Proposed			3,835	3,835
REG	MTC	Local Road	Regional Streets and Roads Program	Maint/Rehab	REG090039	7	Proposed			15,690	15,690
REG	MTC	Local Road	Regional Arterial Operations & Signal Timing Prog	SystMgmt	REG090046	6	Proposed			12,660	12,660
REG	MTC	Local Road	Parking Pricing Regional Analysis	SystMgmt	REG110029	3	Proposed			700	700

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REG	MTC	Regional	Regional Planning Activities and PPM - MTC	SystMgmt	REG090038	1	Proposed	7,619		2,017	9,636
REG	MTC	Regional	Regional Planning Activities - ABAG	SystMgmt	REG090040	1	Proposed	6,546			6,546
REG	MTC	Regional	Regional Planning Activities - BCDC	SystMgmt	REG090041	9	Proposed	2,698			2,698
REG	MTC	Regional	511 Traveler Information	SystMgmt	REG090042	1	Proposed			94,060	94,060
REG	MTC	Regional	Climate Initiatives Program Public Education	SystMgmt	REG090065	6	Proposed	10,643			10,643
REG	MTC	Regional	Climate Initiatives Evaluation and Administration	SystMgmt	REG090066	3	Proposed	4,000			4,000
REG	MTC	Regional	Electric Vehicle Funding Strategies	SystMgmt	REG110011	5	Proposed	25		2,308	2,333
REG	MTC	Regional	Climate Initiatives Program	SystMgmt	REG110036	2	Proposed			19,203	19,203
REG	MTC	Regional	Regional Planning - PDA Implementation	SystMgmt	REG110037	3	Proposed			11,296	11,296
REG	MTC	Regional	Climate Change Adaptation&Vulnerability Assessment	SystMgmt	REG110043	2	Proposed			1,200	1,200
REG	MTC	State Hwy	Freeway Performance Initiative (FPI)	SystMgmt	REG090003	2	Proposed	71,250	2,358	253,937	327,546
REG	MTC	State Hwy	Regional Express Lane Network	SystMgmt	REG130004	1	Proposed	44,000		152,000	196,000
REG	MTC	Tollway	Toll Bridge Maintenance	Maint/Rehab	REG130001	1	Proposed			48,000	48,000
REG	MTC	Tollway	Toll Bridge Rehabilitation Program	Maint/Rehab	REG130002	1	Proposed			628,906	628,906
REG	MTC	Transit	Safe Routes to Transit	Expansion	MTC050021	5	Proposed			20,000	20,000
REG	MTC	Transit	Station Area Planning Program & Implementation	Expansion	REG110014	4	Proposed	9,417			9,417
REG	MTC	Transit	GL: JARC FY 09 - FY 10 - Large UA	Operations	REG090002	1	Proposed			19,275	19,275
REG	MTC	Transit	GL: New Freedom FY10 & FY11 Large UA	Operations	REG110026	3	Proposed			6,220	6,220
REG	MTC	Transit	GL: JARC FY11-FY12 Large UA	Operations	REG110032	5	Proposed			9,915	9,915
REG	MTC	Transit	GL: JARC FY10-FY12 Small UA & Rural	Operations	REG110033	4	Proposed			2,746	2,746
REG	MTC	Transit	GL: New Freedom FY10-FY12 Small & Rural	Operations	REG110034	3	Proposed			1,800	1,800
REG	MTC	Transit	GL: 5307 JARC Set-aside FY13 Large UA	Operations	REG110039	3	Proposed			5,973	5,973
REG	MTC	Transit	Transit Commute Benefits Promotion	SystMgmt	MTC050001	6	Proposed	50		4,950	5,000
REG	MTC	Transit	Real-time Transit Information Program	SystMgmt	MTC050020	6	Proposed			20,000	20,000
REG	MTC	Transit	Transit Capital Inventory Improvements	SystMgmt	REG050013	5	Proposed	1,250			1,250
REG	MTC	Transit	Clipper Fare Collection System	SystMgmt	REG090045	1	Proposed			99,536	99,536
REG	MTC	Transit	GL: FY10 JARC Mobility Management	SystMgmt	REG110028	4	Proposed			974	974
REG	MTC-SAFE	State Hwy	Incident Management Program	SystMgmt	REG090044	1	Proposed	18,347		17,356	35,703
REG	MTC-SAFE	State Hwy	FSP and Call Box Program	SystMgmt	REG130003	1	Proposed			18,790	18,790
REG	Natl Park Svc	Land/Trail	GL: US 206 Recreational Grants	Maint/Rehab	REG110040	2	Proposed			487	487
REG	Natl Park Svc	Land/Trail	Golden Gate Nat'l Rec. Area Road Rehab	Maint/Rehab	SF-030002	1	Proposed	14,482		39,157	53,640
REG	Natl Park Svc	Land/Trail	Golden Gate Nat'l Rec. Area Non-Motorized Access	Maint/Rehab	SF-050045	8	Proposed	2,712		12,977	15,689
REG	Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Water Transit Planning	SystMgmt	SF-090024	4	Proposed			1,897	1,897
REG	Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Transit Enhancements	SystMgmt	SF-090027	4	Proposed	1,603		1,895	3,498
REG	SF County TA	Regional	eFleet: Carsharing Electrified	Expansion	REG110012	6	Proposed	193		1,939	2,132
REG	SFMTA	Local Road	Electric Vehicle Taxi Battery Switch Stations	SystMgmt	REG110017	8	Proposed	1,775	30	5,004	6,809
REG	SFMTA	Local Road	Electric Vehicle Taxis	SystMgmt	REG110038	2	Proposed			1,116	1,116
REG	SJRC	Transit	ACE Positive Train Control	SystMgmt	REG110044	2	Proposed	2,000		28,000	30,000
REG	Son Co TA	Regional	Regional Dynamic Ridesharing Pilot	SystMgmt	REG110015	3	Proposed	270		1,262	1,532

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REG	WETA	Transit	Ferry Service - Berkeley/Albany	Expansion	MTC050027	1	Proposed	2,615		62,666	65,281
REG	WETA	Transit	WETA Ferry Expansion Studies.	Expansion	MTC050028	5	Proposed	9,280			9,280
REG	WETA	Transit	SF Ferry Terminal/Berthing Facilities	Expansion	MTC050029	7	Proposed	2,500		35,450	37,950
REG	WETA	Transit	Treasure Island Ferry Service	Expansion	REG070003	4	Proposed			1,000	1,000
REG	WETA	Transit	Maintenance Barge and Emergency Floats and Ramps	Expansion	REG110001	2	Proposed	1,000		14,250	15,250
REG	WETA	Transit	WETA: Ferry Channel & Berth Dredging	Maint/Rehab	REG090054	9	Proposed			3,295	3,295
REG	WETA	Transit	WETA: Ferry Propulsion System Replacement	Maint/Rehab	REG090055	7	Proposed			24,357	24,357
REG	WETA	Transit	WETA: Ferry Major Component Rehab/Replacement	Maint/Rehab	REG090057	1	Proposed			9,012	9,012
REG	WETA	Transit	WETA: Fixed Guideway Connectors	Maint/Rehab	REG090067	8	Proposed			7,554	7,554
REG	WETA	Transit	WETA: Facilities Rehabilitation	Maint/Rehab	REG110020	4	Proposed			331	331
REG	WETA	Transit	WETA: Revenue Vehicle Communication Equipment	Maint/Rehab	REG110021	3	Proposed			182	182
Totals for Multiple Counties								371,069	5,975	6,317,864	6,694,909

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SCL	Caltrain	Transit	South Terminal Wayside Power	Maint/Rehab	SCL110131	2	Proposed			2,249	2,249
SCL	Caltrans	State Hwy	SR 87 Guadalupe Freeway Corridor Landscaping	SystMgmt	SCL030008	1	Proposed	638	27	8,260	8,925
SCL	Caltrans	State Hwy	US 101 / SR 87-Trimble Road Landscaping	SystMgmt	SCL050013	7	Proposed	193	23	2,174	2,390
SCL	Campbell	Local Road	Campbell Avenue Portals Bike/Ped Facilities	Expansion	SCL110028	2	Proposed	530		4,200	4,730
SCL	Campbell	Local Road	Hacienda Ave Streetscape and Bicycle Imps	SystMgmt	SCL110116	2	Proposed			680	680
SCL	Gilroy	Local Road	Gilroy New Ronan Channel and Lions Creek Trail	Expansion	SCL110032	2	Proposed	760		3,402	4,162
SCL	MTC	Local Road	Local PDA Planning - Santa Clara	SystMgmt	SCL110125	2	Proposed			6,043	6,043
SCL	Milpitas	Local Road	SR 237 - Calaveras Blvd Widening	Expansion	SCL050077	6	Proposed	500	6,000	55,000	61,500
SCL	Palo Alto	Local Road	Citywide Traffic Signal upgrade	SystMgmt	SCL050091	8	Proposed			458	458
SCL	Palo Alto	Local Road	Palo Alto California Avenue Transit Hub	SystMgmt	SCL110037	4	Proposed	200		1,400	1,600
SCL	SJRC	Transit	San Joaquin Rail Corridor: ADA Operating Set-aside	Operations	ALA050042	1	Proposed			528	528
SCL	San Jose	Local Road	Almaden Expressway Pedestrian Bridge	Expansion	SCL050039	1	Proposed	592	100	12,143	12,835
SCL	San Jose	Local Road	Lower Guadalupe River Trail	Expansion	SCL050081	1	Proposed	1,937		8,896	10,833
SCL	San Jose	Local Road	Bay Trail Reach 9 & 9B	Expansion	SCL050082	7	Proposed	815	63	7,660	8,538
SCL	San Jose	Local Road	Coyote Creek Trail	Expansion	SCL050083	7	Proposed	1,649		32,831	34,480
SCL	San Jose	Local Road	San Jose Charcot Avenue Extension Over I-880	Expansion	SCL090003	3	Proposed	1,000	1,200	28,000	30,200
SCL	San Jose	Local Road	Coleman Avenue Widening from I-880 to Taylor St.	Expansion	SCL090005	3	Proposed	1,000	2,000	10,000	13,000
SCL	San Jose	Local Road	San Jose North 1st Street Core Area Streets Imps.	Expansion	SCL090007	3	Proposed	100	900	60,000	61,000
SCL	San Jose	Local Road	Montague Expwy Widening - Lick Mill-Trade Zone	Expansion	SCL090010	4	Proposed	500	1,000	12,000	13,500
SCL	San Jose	Local Road	San Jose - Autumn Street Extension	Expansion	SCL110006	2	Proposed	1,300	1,500	32,200	35,000
SCL	San Jose	Local Road	San Jose: Los Gatos Creek Reach 5 Bridge Crossings	Expansion	SCL110029	3	Proposed	1,450	100	3,000	4,550
SCL	San Jose	Local Road	Park Avenue Multi-Modal Improvements	Expansion	SCL110117	2	Proposed	206	31	1,583	1,820
SCL	San Jose	Local Road	St. John Street Multi-Modal Improvements - Phase 1	Expansion	SCL110118	2	Proposed	153	10	1,713	1,876
SCL	San Jose	Local Road	San Jose: Road Rehab and Ped. Facilities	Maint/Rehab	SCL110107	4	Proposed			15,000	15,000
SCL	San Jose	Local Road	Silicon Valley TIMC	SystMgmt	SCL050079	9	Proposed	4,023		3,528	7,551
SCL	San Jose	Local Road	Downtown San Jose Couplet Conversions	SystMgmt	SCL090004	3	Proposed	4,000	5,000	13,000	22,000
SCL	San Jose	Local Road	San Jose: Various Intersection Improvements	SystMgmt	SCL090008	3	Proposed	1,200	1,600	26,200	29,000
SCL	San Jose	Local Road	Branham Ln/Monterey Hwy Grade Crossing Design	SystMgmt	SCL090036	4	Proposed	570			570
SCL	San Jose	Local Road	Lower Guadalupe River Trail-Tasman Drive Underpass	SystMgmt	SCL090046	5	Proposed			825	825
SCL	San Jose	Local Road	Innovative Bicycle Detection System	SystMgmt	SCL110016	3	Proposed	161		1,710	1,871
SCL	San Jose	Local Road	San Fernando Street Enhanced Bikeway & Ped Access	SystMgmt	SCL110033	5	Proposed	117		1,750	1,867
SCL	San Jose	Local Road	San Jose - San Carlos Multimodal Phase 2	SystMgmt	SCL110034	6	Proposed	359		3,338	3,697
SCL	San Jose	Local Road	San Jose Walk N Roll - Safe Access	SystMgmt	SCL110057	4	Proposed	97		556	653
SCL	San Jose	State Hwy	US 101 / Blossom Hill I/C Reconst & Road Widening	Expansion	SCL030006	6	Proposed	1,708	125	13,167	15,000
SCL	San Jose	State Hwy	US 101 / Mabury New Interchange	Expansion	SCL070004	5	Proposed	500	1,000	19,250	20,750
SCL	San Jose	State Hwy	I-880/Montague Expressway interchange	Expansion	SCL090015	3	Proposed	1,000	2,000	11,340	14,340
SCL	San Jose	State Hwy	US 101 SB Trimble Road/De La Cruz Boulevard/Centra	SystMgmt	SCL090025	4	Proposed	1,000	700	32,300	34,000
SCL	San Jose	State Hwy	San Jose Alameda - A Plan for The Beautiful Way	SystMgmt	SCL110001	4	Proposed	685	100	3,538	4,323
SCL	San Jose	Transit	San Jose International Airport People Mover	Expansion	SCL090019	4	Proposed	55,575	33,400	419,025	508,000

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SCL	Santa Clara Co	Local Road	Montague Expwy Widening - Trade Zone-I-680	Expansion	SCL090017	3	Proposed	1,000	1,000	13,540	15,540
SCL	Santa Clara Co	Local Road	San Tomas Expressway Widening	Expansion	SCL110007	3	Proposed	8,740	1,700	45,660	56,100
SCL	Santa Clara Co	Local Road	East San Jose Pedestrian Improvements	Expansion	SCL110121	2	Proposed	320		2,340	2,660
SCL	Santa Clara Co	Local Road	San Tomas Expressway Box Culvert Rehabilitation	Maint/Rehab	SCL090002	6	Proposed	750		11,300	12,050
SCL	Santa Clara Co	Local Road	Isabel Bridge Replacement (37C0089)	Maint/Rehab	SCL110108	4	Proposed	700	30	4,300	5,030
SCL	Santa Clara Co	Local Road	Oregon-Page Mill Expwy Improvements	SystMgmt	SCL050080	9	Proposed	600		3,812	4,412
SCL	Santa Clara Co	Local Road	Central Expressway Auxiliary Lanes	SystMgmt	SCL070049	7	Proposed	1,613	350	15,037	17,000
SCL	Santa Clara Co	Local Road	Page Mill Road/I-280 Interchange Reconfiguration	SystMgmt	SCL110004	2	Proposed	1,000	100	6,720	7,820
SCL	Santa Clara Co	Local Road	SR2S for Santa Clara County	SystMgmt	SCL110051	2	Proposed			1,130	1,130
SCL	Santa Clara Co	State Hwy	US 101/Montague Expressway Interchange	Expansion	SCL090027	3	Proposed	1,900	100	11,500	13,500
SCL	Saratoga	Local Road	Highway 9 Safety Improvements	SystMgmt	SCL070050	8	Proposed	522		2,104	2,626
SCL	Sunnyvale	Local Road	SR 237/US 101/Mathilda Interchange Modifications	SystMgmt	SCL130001	1	Proposed	2,000	2,000	11,000	15,000
SCL	VTA	Local Road	Santa Clara Grade-Separated Pedestrian Crossing	Expansion	SCL090031	3	Proposed	2,134		9,250	11,384
SCL	VTA	Local Road	Regional Planning Activities and PPM - Santa Clara	SystMgmt	SCL090035	1	Proposed	17,005			17,005
SCL	VTA	State Hwy	I-880 Coleman Avenue I/C Reconfiguration.	Expansion	SCL010019	1	Proposed	10,000	4,400	63,644	78,044
SCL	VTA	State Hwy	SR-152/SR-156 Interchange Improvements.	Expansion	SCL010040	1	Proposed	7,855	2,792	34,335	44,983
SCL	VTA	State Hwy	Garvee Debt. Srv. - SCL010019, SCL990030-31	Expansion	SCL030012	8	Proposed			173,967	173,967
SCL	VTA	State Hwy	New SR152 Alignment Study	Expansion	SCL090016	5	Proposed	10,000			10,000
SCL	VTA	State Hwy	SR 85 Express Lanes	Expansion	SCL090030	8	Proposed	23,800	500	145,700	170,000
SCL	VTA	State Hwy	Santa Clara County - US 101 Express Lanes	Expansion	SCL110002	3	Proposed	40,200	5,000	379,800	425,000
SCL	VTA	State Hwy	SR 237 Express Lanes: Zanker Rd to Mathilda Ave	Expansion	SCL110008	4	Proposed	4,100		11,900	16,000
SCL	VTA	State Hwy	SR 237 Express Lanes : Mathilda Avenue to SR 85	Expansion	SCL130002	1	Proposed	4,000	1,200	78,590	83,790
SCL	VTA	Transit	BART - Berryessa to San Jose Extension	Expansion	BRT030001	1	Proposed	1,000		3,961,300	3,962,300
SCL	VTA	Transit	Capitol Expressway LRT Extension- Phase II	Expansion	SCL050009	1	Proposed	52,166	35,573	206,161	293,900
SCL	VTA	Transit	Santa Clara/Alum Rock Transit Improvement/BRT	Expansion	SCL090001	5	Proposed	25,955	11,000	78,308	115,263
SCL	VTA	Transit	LRT Extension to Vasona Junction	Expansion	SCL090040	3	Proposed	23,000	2,000	151,000	176,000
SCL	VTA	Transit	BART - Warm Springs to Berryessa Extension	Expansion	SCL110005	6	Proposed	143,860	340,640	2,037,400	2,521,900
SCL	VTA	Transit	El Camino Real Bus Rapid Transit	Expansion	SCL110009	2	Proposed	23,900	3,600	206,200	233,700
SCL	VTA	Transit	VTA: Stevens Creek Bus Rapid Transit	Expansion	SCL110010	5	Proposed	16,100	2,000	143,407	161,507
SCL	VTA	Transit	VTA - Standard & Small Bus Replacement	Maint/Rehab	SCL050001	1	Proposed			122,687	122,687
SCL	VTA	Transit	VTA - Rail Replacement Program	Maint/Rehab	SCL050002	1	Proposed			21,639	21,639
SCL	VTA	Transit	Replace Bus Fareboxes	Maint/Rehab	SCL050044	8	Proposed			10,514	10,514
SCL	VTA	Transit	VTA: Rail Substation Rehab/Replacement	Maint/Rehab	SCL050049	1	Proposed			20,370	20,370
SCL	VTA	Transit	VTA: TP OCS Rehab & Replacement	Maint/Rehab	SCL090044	6	Proposed			14,562	14,562
SCL	VTA	Transit	VTA: Light Rail Bridge and Structure - SG Repair	Maint/Rehab	SCL110099	2	Proposed			1,700	1,700
SCL	VTA	Transit	VTA: Kinkisharyo LRV Overhaul Program	Maint/Rehab	SCL110100	2	Proposed			1,287	1,287
SCL	VTA	Transit	VTA: LRV Body Shop Dust Separation Wall	Maint/Rehab	SCL110101	2	Proposed			693	693
SCL	VTA	Transit	VTA: LRV Maintenance Shop Hoist	Maint/Rehab	SCL110102	2	Proposed			3,437	3,437
SCL	VTA	Transit	VTA: Update Santa Teresa Interlock Signal House	Maint/Rehab	SCL110103	2	Proposed			860	860

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SCL	VTA	Transit	VTA: Light Rail Track Crossovers and Switches	Maint/Rehab	SCL110104	2	Proposed			724	724
SCL	VTA	Transit	VTA: LR Signal Assessment / SCADA Replacement	Maint/Rehab	SCL110105	2	Proposed	3,500			3,500
SCL	VTA	Transit	VTA: Diridon Tunnel Radio Replacement	Maint/Rehab	SCL110106	3	Proposed			262	262
SCL	VTA	Transit	VTA: Preventive Maintenance	Maint/Rehab	SCL990046	3	Proposed			570,833	570,833
SCL	VTA	Transit	VTA: ADA Operating Set Aside	Operations	SCL050046	1	Proposed			39,435	39,435
SCL	VTA	Transit	SCVTA: Low Income Fare Pilot Project	Operations	SCL110126	2	Proposed			1,471	1,471
SCL	VTA	Transit	VTA: ADA Bus Stop Improvements	SystMgmt	SCL050045	1	Proposed			4,100	4,100
SCL	VTA	Transit	VTA: Renewable Energy Conversion Project	SystMgmt	SCL090041	3	Proposed			938	938
SCL	VTA	Transit	VTA: San Jose High Volume Bus Stop Upgrade	SystMgmt	SCL090043	4	Proposed			750	750
SCL	VTA	Transit	VTA:Light Rail Transit Signal Priority Improvement	SystMgmt	SCL110119	3	Proposed			1,793	1,793
SCL	VTA	Transit	Together We Ride One-Call/One-Click Centers	SystMgmt	SCL110120	3	Proposed			2,050	2,050
Totals for Santa Clara County								512,238	470,864	9,488,457	10,471,560

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SF	BART	Transit	BART/MUNI Direct Connection Platform	Expansion	SF-050014	5	Proposed			3,000	3,000
SF	BART	Transit	Balboa Park Station Eastside Walkway Project	SystMgmt	SF-090040	3	Proposed	451		12,704	13,155
SF	BART	Transit	24th Street/Mission BART Plaza Pedestrian Imps.	SystMgmt	SF-090051	4	Proposed	700		3,314	4,014
SF	BART	Transit	Regional Real-Time Transit Information at BART	SystMgmt	SF-110044	2	Proposed	440		3,960	4,400
SF	BART	Transit	BART 24th Street Train Control Upgrade Project	SystMgmt	SF-110048	2	Proposed	400		1,860	2,260
SF	Caltrain	Transit	Caltrain Electrification	Maint/Rehab	SF-010028	1	Proposed	35,180		1,189,820	1,225,000
SF	GGBHTD	Local Road	Golden Gate Bridge - Moveable Median Barrier	SystMgmt	SF-070037	1	Proposed	4,800	200	20,000	25,000
SF	MTC	Local Road	City CarShare Pilot Program	SystMgmt	SF-050043	7	Proposed			2,986	2,986
SF	MTC	Local Road	Regional Planning Activities and PPM - SF County	SystMgmt	SF-090030	1	Proposed	9,836			9,836
SF	Port of SF	Local Road	San Francisco Cargo Way Bay Trail Bike Lanes	Expansion	SF-110014	2	Proposed	15		459	474
SF	Port of SF	Local Road	Pier 70 Shoreline Open Space Improvements	SystMgmt	SF-070014	4	Proposed	200		800	1,000
SF	Port of SF	Transit	San Francisco Downtown Ferry Terminal	Maint/Rehab	SF-070010	6	Proposed	2,800		17,200	20,000
SF	Port of SF	Transit	Fishermans Wharf Ferry Terminal Improvements	Maint/Rehab	SF-070012	6	Proposed	1,000		7,000	8,000
SF	Port of SF	Transit	Embarcadero Corridor Transportation Improvements	SystMgmt	SF-070009	5	Proposed	850		4,500	5,350
SF	SF City/County	Local Road	Local PDA Planning - San Francisco	SystMgmt	SF-110047	2	Proposed			2,689	2,689
SF	SF County TA	Local Road	Treasure Is/Yerba Buena Is Street Improvements	Expansion	SF-130004	1	Proposed	500	1,000	46,460	47,960
SF	SF County TA	Local Road	Integrated Public-Private Partnership TDM Program	SystMgmt	SF-110011	2	Proposed			1,025	1,025
SF	SF County TA	Local Road	San Francisco Parking Pricing and Regulation Study	SystMgmt	SF-110038	3	Proposed			600	600
SF	SF County TA	Local Road	Treasure Island Congestion Pricing Program	SystMgmt	SF-110049	2	Proposed	725		10,000	10,725
SF	SF County TA	Local Road	HOV Ramps: I-280/6th St Ramps-Project Development	SystMgmt	SF-130009	1	Proposed			2,000	2,000
SF	SF County TA	State Hwy	HOV Lanes on US 101 in SF - Project Development	Expansion	SF-130008	1	Proposed			2,000	2,000
SF	SF County TA	State Hwy	Yerba Buena Island (YBI) Ramp Improvements	Maint/Rehab	SF-070027	1	Proposed	15,475	5,050	212,922	233,447
SF	SF County TA	State Hwy	US 101 Doyle Drive Replacement	Maint/Rehab	SF-991030	3	Proposed	88,272	83,775	1,801,610	1,973,657
SF	SF County TA	Transit	Geary Bus Rapid Transit	Expansion	SF-070004	4	Proposed	2,000		181,700	183,700
SF	SF County TA	Transit	Van Ness Avenue Bus Rapid Transit	Expansion	SF-070005	8	Proposed	22,902		102,530	125,432
SF	SF County TA	Transit	Oakdale Caltrain Station	Expansion	SF-090011	4	Proposed	5,173			5,173
SF	SF County TA	Transit	Construct Treasure Island Bus Terminal Facility	Expansion	SF-130010	1	Proposed	200	590	2,000	2,790
SF	SF County TA	Transit	Treausure Island Pricing Mobility Improvements	SystMgmt	SF-130005	1	Proposed	1,000		22,500	23,500
SF	SF DPW	Local Road	Bayview Transportation Improvements	Expansion	SF-010038	9	Proposed	9,875	1,000	26,295	37,170
SF	SF DPW	Local Road	Harney Way Roadway Widening	Expansion	SF-090004	6	Proposed	1,000	680	22,370	24,050
SF	SF DPW	Local Road	Hunters Pt Shipyard and Candlestick Pt Local Roads	Expansion	SF-110006	3	Proposed	2,050	30,000	306,100	338,150
SF	SF DPW	Local Road	Southeast Waterfront Transportation Improvements	Expansion	SF-130006	1	Proposed			254,281	254,281
SF	SF DPW	Local Road	HOPE SF Street Grid Phase 1	Expansion	SF-130007	1	Proposed	2,000		8,000	10,000
SF	SF DPW	Local Road	4th St Bridge Seismic Retrofit & Rehab	Maint/Rehab	SF-010004	1	Proposed	1,384	50	51,106	52,540
SF	SF DPW	Local Road	Citywide:San Francisco Street Improvements	Maint/Rehab	SF-050042	1	Proposed	1,592	100	15,167	16,859
SF	SF DPW	Local Road	San Francisco - Arelious Walker Stairway Imps.	Maint/Rehab	SF-090036	7	Proposed	112		1,118	1,230
SF	SF DPW	Local Road	Great Highway Restoration	Maint/Rehab	SF-110005	3	Proposed	404	86	12,639	13,129
SF	SF DPW	Local Road	San Francisco - Folsom Streetscape and Rehab	Maint/Rehab	SF-110007	4	Proposed	496	100	4,947	5,543
SF	SF DPW	Local Road	San Francisco - Broadway Streetscape and Rehab	Maint/Rehab	SF-110009	4	Proposed	190	100	1,622	1,912

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SF	SF DPW	Local Road	San Francisco - Marina Green Bicycle Trail Imps.	Maint/Rehab	SF-110013	3	Proposed	126	100	1,031	1,257
SF	SF DPW	Local Road	San Francisco Point Lobos Streetscape	SystMgmt	SF-090038	6	Proposed	87		508	595
SF	SF DPW	Local Road	South of Market Alleyways Improvements, Phase 2	SystMgmt	SF-110012	4	Proposed	574		1,766	2,340
SF	SF DPW	Local Road	SF- Better Market Street Transportation Elements	SystMgmt	SF-130001	1	Proposed	1,000	500	204,900	206,400
SF	SF DPW	State Hwy	SR 1 - 19th Avenue Median Improvements	SystMgmt	SF-070025	7	Proposed	173		1,164	1,337
SF	SFDPH	Local Road	San Franscico SR2S - Education and Outreach	SystMgmt	SF-110015	4	Proposed			590	590
SF	SFMTA	Local Road	San Francisco Bicycle Route Improvements	Expansion	SF-070036	4	Proposed	565		4,900	5,465
SF	SFMTA	Local Road	San Francisco Bicycle Parking	Expansion	SF-090039	6	Proposed			235	235
SF	SFMTA	Local Road	Mission Bay/UCSF Multi-Modal Transportation Imps.	Expansion	SF-110002	3	Proposed	1,545		60,737	62,282
SF	SFMTA	Local Road	Sunset and AP Giannini SR2S Improvements	Expansion	SF-110029	4	Proposed	150		654	804
SF	SFMTA	Local Road	Linked Priced Electric Bikesharing	Expansion	SF-110037	3	Proposed	1,280		3,175	4,456
SF	SFMTA	Local Road	Implement Parkmerced Street Network	Expansion	SF-130002	1	Proposed	500	500	46,960	47,960
SF	SFMTA	Local Road	SF Downtown Parking Pricing	SystMgmt	SF-070040	1	Proposed	1,525	100	44,900	46,525
SF	SFMTA	Local Road	San Francisco - Various Pedestrian Signal Upgrades	SystMgmt	SF-090029	7	Proposed			466	466
SF	SFMTA	Local Road	Church and Duboce Bike/Ped Enhancements	SystMgmt	SF-090041	5	Proposed	47		426	474
SF	SFMTA	Local Road	Sunset Boulevard Ped Safety and Education	SystMgmt	SF-090042	7	Proposed	202		1,097	1,299
SF	SFMTA	Local Road	Second St Phase 1 - SFgo Signal Rehab and Upgrade	SystMgmt	SF-110008	6	Proposed	17		824	841
SF	SFMTA	Local Road	SF Ped Safety and Encouragement Campaign	SystMgmt	SF-110039	2	Proposed	149		851	1,000
SF	SFMTA	Local Road	SF Crosswalk Conversion	SystMgmt	SF-110040	2	Proposed	96		282	378
SF	SFMTA	State Hwy	SFGO-Corridor Management	SystMgmt	SF-070030	1	Proposed	9,210		45,661	54,871
SF	SFMTA	Transit	SF Muni Third St LRT Phase 2 - New Central Subway	Expansion	SF-010037	2	Proposed	171,786	34,777	1,363,437	1,570,000
SF	SFMTA	Transit	Glen Park Intermodal Facility	Expansion	SF-050039	5	Proposed	2,018		2,278	4,296
SF	SFMTA	Transit	Historic Streetcar Extension to Fort Mason	Expansion	SF-070003	4	Proposed	500		1,000	1,500
SF	SFMTA	Transit	Additional Light Rail Vehicles to Expand Muni Rail	Expansion	SF-090012	3	Proposed	1,200		43,273	44,473
SF	SFMTA	Transit	Geneva/Harney Limited/Express Bus Service	Expansion	SF-090013	3	Proposed			28,000	28,000
SF	SFMTA	Transit	Transit Center in Hunters Point	Expansion	SF-090016	3	Proposed	3,400	2,900	15,700	22,000
SF	SFMTA	Transit	Express/Ltd Bus Service into Hunters Point (north)	Expansion	SF-090017	4	Proposed	4,400	2,000	15,400	21,800
SF	SFMTA	Transit	Oakdale-Palou Interim High-Capacity Bus Corridor	Expansion	SF-090018	3	Proposed	3,000	2,000	17,000	22,000
SF	SFMTA	Transit	Extended Trolleybus Service into Hunters Point	Expansion	SF-090019	4	Proposed	700	2,000	48,300	51,000
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Geneva Extn	Expansion	SF-090020	3	Proposed	4,600		29,400	34,000
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Geneva Portio	Expansion	SF-090021	3	Proposed	9,800		43,200	53,000
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Harney Portio	Expansion	SF-090023	3	Proposed	3,230	5,000	72,680	80,910
SF	SFMTA	Transit	Phelan Loop Pedestrian and Street Beautification	Expansion	SF-090037	7	Proposed	2,300		8,396	10,696
SF	SFMTA	Transit	19th Ave. & Parkmerced M-Line Realignment	Expansion	SF-130003	1	Proposed	2,000		78,940	80,940
SF	SFMTA	Transit	Misc Security Improvements & Graffiti Prevention	Maint/Rehab	SF-030004	9	Proposed			26,456	26,456
SF	SFMTA	Transit	SFMTA Wayside Fare Collection Equipment	Maint/Rehab	SF-030013	1	Proposed			38,816	38,816
SF	SFMTA	Transit	SFMTA Train Control & Trolley Signal Rehab/Replace	Maint/Rehab	SF-050024	1	Proposed			53,020	53,020
SF	SFMTA	Transit	SFMTA Escalator Rehabilitation	Maint/Rehab	SF-050026	9	Proposed	320		19,970	20,290
SF	SFMTA	Transit	Light Rail Vehicle Overhaul Program	Maint/Rehab	SF-050034	8	Proposed	706		51,598	52,305

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SF	SFMTA	Transit	Central Control - Facility Replacement	Maint/Rehab	SF-070007	5	Proposed	8,117		4,630	12,747
SF	SFMTA	Transit	SFMTA: Trolley Coach Replacement	Maint/Rehab	SF-070045	1	Proposed			128,218	128,218
SF	SFMTA	Transit	SFMTA: Rehab 170 Neoplans	Maint/Rehab	SF-070046	7	Proposed			18,290	18,290
SF	SFMTA	Transit	SF Muni - Preventive Maintenance	Maint/Rehab	SF-090031	6	Proposed			15,093	15,093
SF	SFMTA	Transit	SFMTA: Paratransit Vehicle Replacements	Maint/Rehab	SF-090035	5	Proposed			9,358	9,358
SF	SFMTA	Transit	SFMTA: Replace 45 NABI Motor Coaches & 17 Gilligs	Maint/Rehab	SF-090043	6	Proposed			61,693	61,693
SF	SFMTA	Transit	SFMTA Transportation Asset Management System	Maint/Rehab	SF-110010	2	Proposed	2,500		8,500	11,000
SF	SFMTA	Transit	SFMTA: Replace 58 40' Neoplan Buses	Maint/Rehab	SF-110050	2	Proposed			41,389	41,389
SF	SFMTA	Transit	SFMTA: Replace 26 60' Neoplan Buses	Maint/Rehab	SF-110051	2	Proposed			26,073	26,073
SF	SFMTA	Transit	SF Muni Rail Replacement Program	Maint/Rehab	SF-95037B	1	Proposed	1,500		221,647	223,147
SF	SFMTA	Transit	SFMTA: Cable Car Vehicle Renovation Program	Maint/Rehab	SF-970073	2	Proposed			22,355	22,355
SF	SFMTA	Transit	SFMTA: Trolley Overhead Recon. Program	Maint/Rehab	SF-970170	2	Proposed	1,250		143,053	144,303
SF	SFMTA	Transit	Islais Creek Motor Coach Facility	Maint/Rehab	SF-990004	1	Proposed	4,190		116,795	120,985
SF	SFMTA	Transit	Cable Car Traction Power & Guideway Rehab	Maint/Rehab	SF-99T002	1	Proposed	1,000		67,240	68,240
SF	SFMTA	Transit	SFMTA: Historic Rail Car rehabilitation	Maint/Rehab	SF-99T005	2	Proposed			87,394	87,394
SF	SFMTA	Transit	SFMTA - Free Muni for Youth Program	Operations	SF-110052	2	Proposed			1,807	1,807
SF	SFMTA	Transit	SFMTA: ADA Paratransit operating support	Operations	SF-990022	1	Proposed			206,983	206,983
SF	SFMTA	Transit	SFMTA: TEP Capital Implementation Program	SystMgmt	SF-090032	5	Proposed	500		7,124	7,624
SF	SFMTA	Transit	San Francisco Market & Haight St.Transit/Ped Imps	SystMgmt	SF-110016	5	Proposed	644		3,928	4,572
SF	SFMTA	Transit	SFMTA: N-Judah Customer First Program	SystMgmt	SF-110042	5	Proposed	662		5,438	6,100
SF	SFMTA	Transit	SFMTA: Mission Customer First Program	SystMgmt	SF-110043	5	Proposed	1,837		8,603	10,440
SF	SFMTA	Transit	SFMTA: 8X Customer First Program	SystMgmt	SF-110045	2	Proposed	2,909		8,728	11,637
SF	SFMTA	Transit	Global Positioning System	SystMgmt	SF-990003	1	Proposed			28,927	28,927
SF	TBJPA	Transit	Transbay Term/Caltrain Downtown Ext - Ph.1	Expansion	SF-010015	1	Proposed	285,662	79,838	1,223,276	1,588,776
SF	TBJPA	Transit	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	Expansion	SF-050002	7	Proposed	31,571	45,240	2,519,000	2,595,811
SF	TBJPA	Transit	Transbay Transit Center - TIFIA Loan Debt Service	Expansion	SF-070029	5	Proposed			1,075,061	1,075,061
SF	WETA	Transit	WETA: Replace Ferry Vessels	Maint/Rehab	SF-110053	2	Proposed			21,740	21,740
Totals for San Francisco County								781,571	297,686	12,819,616	13,898,873

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SM	BART	Transit	BART: Preventive Maintenance	Maint/Rehab	SM-050005	9	Proposed			33,214	33,214
SM	BART	Transit	Daly City BART Station Improvements	SystMgmt	SM-070030	6	Proposed			1,290	1,290
SM	Brisbane	Local Road	Bayshore Corridor North South Bikeway	Expansion	SM-090041	3	Proposed			803	803
SM	Brisbane	State Hwy	US 101/Candlestick Interchange	SystMgmt	SM-090004	3	Proposed	890		13,000	13,890
SM	CCAG	Local Road	San Mateo Countywide ITS Improvements	SystMgmt	SM-070002	7	Proposed	800		3,498	4,298
SM	CCAG	Local Road	San Mateo County Traffic Incident Management	SystMgmt	SM-070037	1	Proposed	3,767	50	23,715	27,532
SM	CCAG	Local Road	San Mateo County SR2S Program	SystMgmt	SM-110022	4	Proposed			4,607	4,607
SM	CCAG	State Hwy	Dumbarton Bridge to US101 Connection Study	SystMgmt	SM-070029	6	Proposed	478			478
SM	Caltrain	Transit	Caltrain South Terminal Phase II and III	Expansion	SM-070008	5	Proposed	1,500		14,000	15,500
SM	Caltrain	Transit	San Mateo Bridges Replacement	Maint/Rehab	SM-010054	1	Proposed	5,412		31,530	36,943
SM	Caltrain	Transit	Narrow Banding Project	Maint/Rehab	SM-090001	3	Proposed			2,593	2,593
SM	Caltrain	Transit	Caltrain: ADA Operating Set-aside	Operations	SM-050040	1	Proposed			1,542	1,542
SM	Caltrain	Transit	Caltrain: Systemwide Security	SystMgmt	SM-030010	1	Proposed			16,152	16,152
SM	Caltrain	Transit	VMS-PA Systems Integration	SystMgmt	SM-070032	4	Proposed			1,100	1,100
SM	Caltrain	Transit	Caltrain Grade Separation Program	SystMgmt	SM-090021	3	Proposed	39,950	2,600	104,500	147,050
SM	Caltrans	State Hwy	US 101 Auxiliary Lanes - 3rd to Millbrae	Expansion	SM-010031	1	Proposed	8,410	3,440	176,390	188,240
SM	Caltrans	State Hwy	US 101 Auxiliary Lanes - Marsh Road to SCL County	Expansion	SM-030001	1	Proposed	12,944	1,405	92,874	107,223
SM	Caltrans	State Hwy	US 101 / Broadway Interchange Improvement	Expansion	SM-050028	9	Proposed	8,000	11,451	60,377	79,828
SM	Caltrans	State Hwy	SR 1 Devils Slide Bypass	Maint/Rehab	SM-979013	1	Proposed	1,262	3,636	499,995	504,893
SM	Caltrans	State Hwy	San Mateo County: Install TMS Elements	SystMgmt	SM-090023	4	Proposed	360	98	1,705	2,163
SM	Caltrans	State Hwy	I-280 Wildlife Connectivity Research	SystMgmt	SM-110004	3	Proposed	468			468
SM	Daly City	Local Road	Daly City - Citywide Accessibility Improvements	Expansion	SM-110009	2	Proposed	45		475	520
SM	Daly City	State Hwy	SR 82 Daly City-Mission St. Pedestrian Imps.- Ph I	SystMgmt	SM-050046	1	Proposed	494		2,138	2,632
SM	East Palo Alto	Local Road	US 101 University Ave Overpass Bike/Ped Facility	Expansion	SM-070006	5	Proposed	272	68	2,059	2,399
SM	East Palo Alto	Local Road	Bay Rd Improvement Phase II & III	Maint/Rehab	SM-070004	6	Proposed	1,919	1,347	8,614	11,880
SM	Foster City	Local Road	Foster City - Triton Drive Widening	Expansion	SM-090005	4	Proposed	150		650	800
SM	Foster City	State Hwy	State Route 92/Chess Drive - Ramp Widening Project	Expansion	SM-090006	3	Proposed	470	500	1,500	2,470
SM	Half Moon Bay	State Hwy	Route 1 improvements in Half Moon Bay	Expansion	SM-090015	5	Proposed	600	50	6,400	7,050
SM	Half Moon Bay	State Hwy	Highway 1 Bicycle/Pedestrian Trail	SystMgmt	SM-110027	2	Proposed	70		525	595
SM	MTC	Local Road	Regional Planning Activities and PPM - San Mateo	SystMgmt	SM-090024	1	Proposed	9,552			9,552
SM	MTC	Local Road	Local PDA Planning - San Mateo	SystMgmt	SM-110067	2	Proposed			1,817	1,817
SM	MTC	Tollway	Dumbarton Bridge Seismic Retrofit	Maint/Rehab	SM-130001	1	Proposed			33,600	33,600
SM	Menlo Park	Local Road	Menlo Park 2010/11 Resurfacing of Federal Aid Rtes	Maint/Rehab	SM-110014	2	Proposed	15		435	450
SM	Millbrae	Local Road	US 101 Millbrae Ave Bike/Ped Bridge	Expansion	SM-050053	6	Proposed	1,062		11,400	12,462
SM	Pacifica	Local Road	FY 2014-15 Linda Mar Boulevard Pavement Rehab	Maint/Rehab	SM-110073	2	Proposed	50		487	537
SM	Pacifica	State Hwy	SR 1 - Fassler to West Port Drive Widening	Expansion	SM-050001	6	Proposed	7,500	8,550	34,500	50,550
SM	Pacifica	State Hwy	SR1 San Pedro Creek Bridge Replacement	Maint/Rehab	SM-050052	1	Proposed	2,200		10,550	12,750
SM	Redwood City	Local Road	Blomquist Street Extension	Expansion	SM-090007	3	Proposed	100		4,900	5,000
SM	Redwood City	Local Road	Bair Island Bay Trail Facility and Improvements	Expansion	SM-110025	2	Proposed	50		381	431

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SM	Redwood City	Local Road	Middlefield Rd and Woodside Rd Intersection Improv	Expansion	SM-110065	2	Proposed	85		340	425
SM	SMCTA	Local Road	Woodside Road Widening - El Camino to Broadway	Expansion	SM-090011	5	Proposed	700		1,900	2,600
SM	SMCTA	State Hwy	SR 92 Shoulder Widening & Curve Correction	Expansion	SM-010002	1	Proposed	600		4,700	5,300
SM	SMCTA	State Hwy	US 101 / Woodside Interchange Improvement	Expansion	SM-050027	6	Proposed	10,100	1,900	38,300	50,300
SM	SMCTA	State Hwy	Construct WB lane on Rte 92	Expansion	SM-090003	3	Proposed	3,600	3,000	14,200	20,800
SM	SMCTA	State Hwy	US 101 Aux lanes from Sierra Point to SF Cnty Line	Expansion	SM-090009	3	Proposed	1,500	800	4,300	6,600
SM	SMCTA	State Hwy	Improve Rte 92 from SM Bridge to I-280	Expansion	SM-090013	3	Proposed	700		34,500	35,200
SM	SMCTA	State Hwy	US 101 / Willow Road Interchange Reconstruction	Maint/Rehab	SM-010047	1	Proposed	8,480	3,000	24,471	35,951
SM	SMCTA	State Hwy	I-280/Route 1 interchange safety improvements	SystMgmt	SM-090010	4	Proposed	300		19,800	20,100
SM	SMCTA	State Hwy	Improve US 101 operations near Rte 92	SystMgmt	SM-090014	4	Proposed	7,711	1,600	17,100	26,411
SM	SMCTA	Transit	Dumbarton Rail Service (PE and ROW only)	Expansion	SM-050002	6	Proposed	185,138	115,998		301,136
SM	SSF	Local Road	South San Francisco: Regional Gap Closure Project	Expansion	SM-110023	2	Proposed	35		307	342
SM	SSF	State Hwy	Utah Avenue (Produce Avenue) Overcrossing	Expansion	SM-110003	2	Proposed	1,540		14,430	15,970
SM	SamTrans	Local Road	Making the Last Mile Connection TDM Program	SystMgmt	SM-110005	2	Proposed	1,443		375	1,818
SM	SamTrans	State Hwy	SR 82 - El Camino Real Grand Boulevard Initiative	SystMgmt	SM-050051	1	Proposed	1,203		3,296	4,499
SM	SamTrans	Transit	SAMTRANS: Preventive Maintenance	Maint/Rehab	SM-030023	2	Proposed			54,492	54,492
SM	SamTrans	Transit	Facility/Equipment Rehabilitation/Replacement	Maint/Rehab	SM-070049	9	Proposed			1,233	1,233
SM	SamTrans	Transit	Samtrans - Replace 62 1998 Gillig Buses	Maint/Rehab	SM-110062	4	Proposed			35,630	35,630
SM	SamTrans	Transit	SamTrans - Replacement of Articulated Bus Fleet	Maint/Rehab	SM-110068	3	Proposed			24,876	24,876
SM	SamTrans	Transit	Replacement of 19 2007 Cutaway Buses	Maint/Rehab	SM-110069	2	Proposed			2,297	2,297
SM	SamTrans	Transit	SAMTRANS: Replacement of 14 2009 Minivans	Maint/Rehab	SM-110070	2	Proposed			793	793
SM	SamTrans	Transit	SAMTRANS: ADA Paratransit Operating Subsidy.	Operations	SM-990026	2	Proposed			7,221	7,221
SM	SamTrans	Transit	GBI: Removing Barriers to Livable Communities	SystMgmt	SM-110006	3	Proposed	1,397			1,397
SM	SamTrans	Transit	SAMTRANS: Advanced Communication System	SystMgmt	SM-110053	5	Proposed			13,254	13,254
SM	SamTrans	Transit	Reconfiguration of San Carlos Transit Center	SystMgmt	SM-110054	3	Proposed			4,984	4,984
SM	San Bruno	Local Road	San Bruno Street Medians and Grand Blvd Imps	SystMgmt	SM-110011	2	Proposed	99		739	838
SM	San Bruno	Local Road	San Bruno Transit Corridor Ped Connection Imps	SystMgmt	SM-110012	2	Proposed	40		298	338
SM	San Bruno	State Hwy	SR 82 El Camino Real: Grand Boulevard Initiative	SystMgmt	SM-070031	8	Proposed			1,079	1,079
SM	San Carlos	Local Road	East Side Community Transit Connectivity Imps	Expansion	SM-110028	2	Proposed	532		2,239	2,771
SM	San Carlos	Local Road	San Carlos Pavement Rehab Program	Maint/Rehab	SM-110019	2	Proposed	50		480	530
SM	San Carlos	State Hwy	US101/Holly Interchange modification	SystMgmt	SM-090008	3	Proposed	3,500		3,100	6,600
SM	San Mateo	Local Road	Delaware Street Bike Lane and Streetscape	Expansion	SM-110007	3	Proposed	120		1,085	1,205
SM	San Mateo	Local Road	Smart Corridor Initial Implementation Project	Operations	SM-090054	3	Proposed			1,940	1,940
SM	San Mateo	Local Road	North Central Pedestrian Improvement Program	SystMgmt	SM-110064	2	Proposed	85		340	425
SM	San Mateo	State Hwy	El Camino Real Phase I Improvement	SystMgmt	SM-110010	4	Proposed	120		982	1,102
SM	San Mateo	State Hwy	SR92/El Camino Real (SR82) Ramp Modifications	SystMgmt	SM-110047	5	Proposed	1,705		8,895	10,600
SM	San Mateo Co	Local Road	CSRT South of Dam Conversion	Expansion	SM-110024	4	Proposed	101		1,024	1,125
SM	San Mateo Co	Local Road	CSRT South of Hwy 92 Conversion	Expansion	SM-110063	2	Proposed	120		1,285	1,405
SM	San Mateo Co	Local Road	Resurfacing of Pescadero Creek Road	Maint/Rehab	SM-110035	3	Proposed	96		1,114	1,210

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SM	WETA	Transit	WETA: Redwood City Ferry Service	Expansion	SM-110002	2	Proposed			15,000	15,000
Totals for San Mateo County								339,890	159,493	1,565,717	2,065,100

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SOL	Benicia	Transit	Military/Southampton & Military/First Intermodal	Expansion	SOL010031	9	Proposed	523		2,477	3,000
SOL	Benicia	Transit	Benicia Indust. Park Multi-Modal Transit Area Plan	Expansion	SOL110008	2	Proposed	1,250			1,250
SOL	Caltrans	Local Road	Suisun Valley Rd Bridge Replacement 23C0077	Expansion	SOL050006	1	Proposed	680	100	2,641	3,421
SOL	Caltrans	State Hwy	I-80 Alamo Creek On-Ramp and Bridge Widening	Expansion	SOL070002	4	Proposed	1,073	5	2,846	3,924
SOL	Caltrans	State Hwy	I-80/I-680 Aux Lanes Improvement Landscaping	SystMgmt	SOL050003	7	Proposed	700	60	1,784	2,544
SOL	Caltrans	State Hwy	I-80/I-680 Mitigation Landscaping	SystMgmt	SOL070014	4	Proposed	50			50
SOL	F-S Transit	Transit	Fairfield Transit: 1 Gillig Bus Replacement	Expansion	SOL110041	2	Proposed			705	705
SOL	F-S Transit	Transit	Fairfield-Suisun Transit: Operating Assistance	Operations	SOL010006	2	Proposed			46,596	46,596
SOL	F-S Transit	Transit	Oliver Road Park and Ride	SystMgmt	SOL130001	1	Proposed	564	601	762	1,927
SOL	FHWA	Local Road	San Pablo Bay Entrance Rehabilitation	Maint/Rehab	SOL030015	7	Proposed	75		550	625
SOL	Fairfield	Transit	Fairfield/Vacaville Intermodal Rail Station	Expansion	SOL030002	1	Proposed	4,918	2,790	31,892	39,600
SOL	Fairfield	Transit	Fairfield Transportation Center - Phase 3	Expansion	SOL110007	2	Proposed	1,000		7,523	8,523
SOL	Fairfield	Transit	Fairfield - Fareboxes Purchase & Implementation	Maint/Rehab	SOL090008	3	Proposed			172	172
SOL	Fairfield	Transit	Transit Vehicle Replacement	Maint/Rehab	SOL110027	4	Proposed			3,829	3,829
SOL	MTC	Local Road	Regional Planning Activities and PPM - Solano	SystMgmt	SOL090006	1	Proposed	8,235			8,235
SOL	MTC	Local Road	Local PDA Planning - Solano	SystMgmt	SOL110039	3	Proposed			1,205	1,205
SOL	MTC	State Hwy	I-80 Express Lanes (Vacaville)	Expansion	SOL110001	2	Proposed	600	2,000	136,400	139,000
SOL	MTC	State Hwy	I-80 HOV conversion to Express Lanes (Fairfield)	Expansion	SOL110002	2	Proposed	500		20,500	21,000
SOL	STA	Local Road	Jepson: Vanden Road from Peabody to Leisure Town	Expansion	SOL110003	5	Proposed	4,900	3,800	18,600	27,300
SOL	STA	Local Road	Jepson: Walters Rd Ext - Peabody Rd Widening	Expansion	SOL110004	3	Proposed	1,454	1,304	10,673	13,431
SOL	STA	Local Road	Jepson: Leisure Town Road from Vanden to Elmira	Expansion	SOL110005	5	Proposed	1,926	1,016	18,938	21,880
SOL	STA	Local Road	Jepson: Leisure Town Road from Elmira to Orange	Expansion	SOL110006	3	Proposed	995	893	10,300	12,188
SOL	STA	Local Road	Dixon West B. St Bike/Pedestrian Undercrossing	Expansion	SOL110024	5	Proposed	385	720	5,670	6,775
SOL	STA	Local Road	Solano Safe Routes to School Program	SystMgmt	SOL110019	5	Proposed			1,031	1,031
SOL	STA	State Hwy	I-80/I-680/SR 12 Interchange Project	Expansion	SOL070020	7	Proposed	41,413	28,956	647,551	717,920
SOL	STA	State Hwy	EB I-80 Cordelia Truck Scales Relocation Project	Expansion	SOL090003	5	Proposed	23,500	3,000	72,383	98,883
SOL	STA	Transit	Eastern Solano / SNCI Rideshare Program	SystMgmt	SOL110020	2	Proposed			503	503
SOL	SolTrans	Transit	SolTrans: Preventive Maintenance	Maint/Rehab	SOL070032	7	Proposed			1,156	1,156
SOL	SolTrans	Transit	SolTrans: AVL Technology	Maint/Rehab	SOL090028	5	Proposed			2,160	2,160
SOL	SolTrans	Transit	SolTrans: Bus Maintenance Facility Renovation	Maint/Rehab	SOL090033	5	Proposed			1,500	1,500
SOL	SolTrans	Transit	Bus Replacement (Alternative Fuel)	Maint/Rehab	SOL090034	6	Proposed			2,090	2,090
SOL	SolTrans	Transit	SolTrans: ADA Paratransit Operating Subsidy	Operations	SOL110025	4	Proposed			2,417	2,417
SOL	SolTrans	Transit	SolTrans: Capital Maintenance - Fuel	Operations	SOL110033	2	Proposed			401	401
SOL	SolTrans	Transit	SolTrans: Operating Assistance	Operations	SOL110040	2	Proposed			19,912	19,912
SOL	SolTrans	Transit	SolTrans: Technology Enhancements	SystMgmt	SOL110038	2	Proposed			376	376
SOL	Solano County	Local Road	Cordelia Hills Sky Valley	Expansion	SOL070012	7	Proposed	175	2,525	50	2,750
SOL	Solano County	Local Road	Travis AFB: South Gate Improvement Project	Expansion	SOL070021	1	Proposed	187	160	2,200	2,547
SOL	Solano County	Local Road	Roadway Preservation in Solano County	Maint/Rehab	SOL110036	2	Proposed	124		1,236	1,360
SOL	Solano County	Local Road	Vacaville-Dixon Bicycle Route (Phase 5)	SystMgmt	SOL090035	4	Proposed	88		759	847

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SOL	Solano County	State Hwy	Redwood-Fairgrounds Dr Interchange Imps (Study)	Expansion	SOL090015	4	Proposed	1,609			1,609
SOL	Suisun City	Local Road	Grizzly Island Trail - Phase 1	Expansion	SOL110012	4	Proposed	416		1,748	2,164
SOL	Vacaville	Local Road	Ulatis Creek Bike Path - Ulatis to Leisure Town	Expansion	SOL070026	4	Proposed	156	203	712	1,071
SOL	Vacaville	Local Road	Vacaville 2014 Street Preservation	Maint/Rehab	SOL110043	2	Proposed	60		1,391	1,451
SOL	Vacaville	Local Road	Vacaville Transit - Curb Ramps	SystMgmt	SOL110034	2	Proposed			50	50
SOL	Vacaville	State Hwy	I-505/Vaca Valley Off-Ramp and Intersection Imprv.	Operations	SOL090001	3	Proposed	240		1,300	1,540
SOL	Vacaville	Transit	Vacaville Intermodal Station - Phase 2	Expansion	SOL110009	2	Proposed	2,077		11,200	13,277
SOL	Vacaville	Transit	Vacaville Transit : Procure 3 Fixed Route Buses	Expansion	SOL110042	2	Proposed			1,785	1,785
SOL	Vacaville	Transit	Vacaville: Purchase bus shelters	Maint/Rehab	SOL97AM70	1	Proposed			882	882
SOL	Vacaville	Transit	Purchase Transit Equipment - Fareboxes and Tools	Maint/Rehab	SOL991099	1	Proposed	140		283	423
SOL	Vacaville	Transit	Vacaville Transit: Operating Assistance	Operations	SOL010007	1	Proposed			14,544	14,544
SOL	Vacaville	Transit	Vacaville: Bus maintenance facility upgrades	SystMgmt	SOL950024	1	Proposed			1,699	1,699
SOL	Vallejo	Local Road	Vallejo: Downtown Streetscape	SystMgmt	SOL050048	1	Proposed	664		5,296	5,960
SOL	Vallejo	Local Road	Vallejo Downtown Streetscape - Phase 3	SystMgmt	SOL110035	3	Proposed	233		2,323	2,556
SOL	Vallejo	State Hwy	I-80 / American Canyon Rd overpass Improvements	Expansion	SOL990018	8	Proposed			5,230	5,230
SOL	Vallejo	State Hwy	Sonoma Boulevard Improvements HSIP5-04-031	SystMgmt	SOL110037	2	Proposed	57		294	352
SOL	Vallejo	Transit	Vallejo Curtola Transit Center	Expansion	SOL050012	6	Proposed	3,300		8,450	11,750
SOL	Vallejo	Transit	Vallejo Ferry Terminal (Intermodal Station)	Expansion	SOL950035	2	Proposed	6,000	9,001	64,129	79,130
SOL	WETA	Transit	North Bay Operations and Maintenance Facility	Expansion	SOL991032	2	Proposed	75		28,120	28,195
Totals for Solano County								110,343	57,134	1,229,224	1,396,701

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SON	Caltrans	Local Road	Replace Laughlin Bridge over Mark West Crk 20C0246	Expansion	SON050001	1	Proposed	825	60	5,000	5,885
SON	Caltrans	Local Road	Son 101 HOV - Santa Rosa Bike/Ped Beautification	Expansion	SON050002	6	Proposed		1,006	4,688	5,694
SON	Caltrans	Local Road	Rehab King Ridge Bridge over Austin Crk 20C0433	Expansion	SON070026	1	Proposed	450	85	1,503	2,038
SON	Caltrans	State Hwy	Son 101 HOV - SR 12 to Steele & Steele Lane I/C	Expansion	SON010001	1	Proposed	2,613	173	2,180	4,966
SON	Caltrans	State Hwy	HWY 101 HOV Lane 12/Steele - Follow-up College Ave	Expansion	SON110001	3	Proposed	1,850	4,980	2,900	9,730
SON	Caltrans	State Hwy	Son 101 HOV - Rohnert Park Expwy to Santa Rosa Av	Expansion	SON950005	1	Proposed	11,775	8,070	69,870	89,715
SON	Caltrans	State Hwy	Watershed Awareness Signs	SystMgmt	SON110002	2	Proposed	23	5	113	141
SON	Cotati	Local Road	Downtown Specific Plan Area Revitalization	SystMgmt	SON110007	3	Proposed	400	330	1,320	2,050
SON	Cotati	Transit	City of Cotati Train Depot	Expansion	SON110015	3	Proposed	120		4,321	4,441
SON	FWLS	Local Road	San Pablo Bay NWR Access Road in Petaluma	Expansion	SON110030	2	Proposed	1,230	20,000	2,250	23,480
SON	Healdsburg	Local Road	Healdsburg Foss Creek Bicycle/Ped Pathway	Expansion	SON050017	1	Proposed	314		3,574	3,888
SON	Healdsburg	Local Road	Pedestrian Safety and Access Improvements	SystMgmt	SON110054	2	Proposed	35	10	210	255
SON	MTC	Local Road	Regional Planning Activities and PPM - Sonoma	SystMgmt	SON090008	1	Proposed	8,398			8,398
SON	MTC	Local Road	Stewarts Point Rancheria EV Pilot Program	SystMgmt	SON110034	3	Proposed			376	376
SON	MTC	Local Road	Local PDA Planning - Sonoma	SystMgmt	SON110053	2	Proposed			1,635	1,635
SON	NBFS	Transit	Ferry Service to Port Sonoma	Expansion	SON070013	5	Proposed	23,171			23,171
SON	Petaluma	Local Road	Sonoma Mountain Parkway Rehabilitation	Maint/Rehab	SON110014	2	Proposed	90		1,081	1,171
SON	Petaluma	Local Road	Petaluma Boulevard South Road Diet	SystMgmt	SON110006	3	Proposed	120		765	885
SON	Petaluma	Transit	Petaluma Transit: Preventive Maintenance	Maint/Rehab	SON090009	7	Proposed			554	554
SON	Petaluma	Transit	Petaluma Paratransit: Replace 2 Vans	Maint/Rehab	SON090029	3	Proposed			226	226
SON	Petaluma	Transit	Petaluma Transit: Electronic Fareboxes	Maint/Rehab	SON090030	3	Proposed			150	150
SON	Petaluma	Transit	Petaluma Transit Maintenance Facility Rehab: Ph 1	Maint/Rehab	SON110004	2	Proposed	275		475	750
SON	Petaluma	Transit	Petaluma Transit Maintenance Facility Rehab: Ph 2	Maint/Rehab	SON110033	2	Proposed	150		850	1,000
SON	Petaluma	Transit	Petaluma: Replace 2 Paratransit Cutaways FY13	Maint/Rehab	SON110051	2	Proposed			167	167
SON	Petaluma	Transit	Petaluma: Replace 2 Paratransit Cutaways FY14	Maint/Rehab	SON110052	2	Proposed			171	171
SON	Petaluma	Transit	Petaluma Transit - Communications Equipment	SystMgmt	SON110032	2	Proposed			58	58
SON	Rohnert Park	Local Road	Copeland Creek Bike Path Reconstruction	Maint/Rehab	SON090032	5	Proposed	140		600	740
SON	SMART	Transit	Sonoma Marin Area Rail Corridor	Expansion	SON090002	1	Proposed	70,394	16,750	444,637	531,780
SON	Santa Rosa	Local Road	SMART Bicycle and Pedestrian Path	Expansion	SON110017	2	Proposed	122		1,144	1,266
SON	Santa Rosa	Local Road	Chanate Rd Pedestrian and Transit Improvements	SystMgmt	SON110018	2	Proposed	327		1,306	1,633
SON	SantaRosa Bus	Transit	Hybrid Electric Bus Purchase (Replacement)	Maint/Rehab	SON070020	1	Proposed			3,579	3,579
SON	SantaRosa Bus	Transit	Santa Rosa CityBus: Preventative Maintenance	Maint/Rehab	SON090024	1	Proposed			9,926	9,926
SON	SantaRosa Bus	Transit	Santa Rosa City Bus: Fast-fill CNG Fueling Station	Maint/Rehab	SON110047	2	Proposed	780		1,980	2,760
SON	SantaRosa Bus	Transit	Santa Rosa CityBus: Operating Assistance	Operations	SON090023	8	Proposed			17,308	17,308
SON	SantaRosa Bus	Transit	SR City Bus - Capital Maintenance - Fuel	Operations	SON110045	2	Proposed			512	512
SON	SantaRosa Bus	Transit	Santa Rosa City Bus: Transit Enhancements	SystMgmt	SON030012	2	Proposed			415	415
SON	SantaRosa Bus	Transit	Downtown Transit Mall Connectivity Improvements	SystMgmt	SON070012	6	Proposed	250		2,208	2,458
SON	SantaRosa Bus	Transit	Automated Vehicle Location System	SystMgmt	SON090007	4	Proposed			1,038	1,038
SON	Son Co Reg Park	Local Road	Bodega Bay Trail Segments 1B and 1C	Expansion	SON070008	5	Proposed	119		698	817

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Report sorted by County, Sponsor, System, Purpose and TIP ID *(All funding shown in thousands of dollars)*

County	Sponsor	System	Project Title	Purpose	TIP ID	Ver	Status	PE	ROW	CON	Total Program
SON	Son Co Reg Park	Local Road	Central Sonoma Valley Trail	Expansion	SON110050	2	Proposed	200		425	625
SON	Son Co Reg Park	Land/Trail	SMART Trail-Hearn Avenue to Joe Rodota Trail	Expansion	SON110013	3	Proposed	118		1,004	1,122
SON	Son Co TA	Local Road	Improve U.S. 101/Old Redwood Highway interchange	Expansion	SON090003	3	Proposed	3,585	6,326	26,938	36,849
SON	Son Co TA	State Hwy	Son 101 HOV - Steele Lane to Windsor (North)	Expansion	SON010019	1	Proposed	9,500	7,560	105,239	122,299
SON	Son Co TA	State Hwy	Son 101 HOV - Redwood Hwy to Rohnert Park Expwy	Expansion	SON010024	1	Proposed	13,407	8,333	113,212	134,952
SON	Son Co TA	State Hwy	US 101/East Washington I/C Reconfiguration	Expansion	SON050015	9	Proposed	3,835	4,635	12,918	21,388
SON	Son Co TA	State Hwy	US 101 Marin/Sonoma Narrows (Sonoma)	Expansion	SON070004	1	Proposed	27,123	20,490	325,087	372,700
SON	Son Co TA	State Hwy	US 101 Airport I/C (North B)	SystMgmt	SON090005	4	Proposed	4,920	6,388	31,500	42,808
SON	Son Co Transit	Transit	Sonoma Co Transit :Preventive Maintenance Program	Maint/Rehab	SON030005	2	Proposed			12,902	12,902
SON	Son Co Transit	Transit	Sonoma County Transit: Replacement Bus Purchase	Maint/Rehab	SON070024	1	Proposed			3,682	3,682
SON	Son Co Transit	Transit	Sonoma County Transit: Bus Yard Rehab.	Maint/Rehab	SON110003	2	Proposed			575	575
SON	Son Co Transit	Transit	Sonoma County Transit: Replacement Bus Purchase	Maint/Rehab	SON110049	2	Proposed			1,190	1,190
SON	Son Co Transit	Transit	Sonoma County Transit: Bus Stop Improvement	SystMgmt	SON050021	1	Proposed			119	119
SON	Sonoma County	Local Road	Replace Geysers Bridge over Sulpher Crk 20C0005	Expansion	SON090001	9	Proposed	900	100	5,000	6,000
SON	Sonoma County	Local Road	Replace Chalk Hill Bridge over Maacama Crk 20C0242	Expansion	SON090025	8	Proposed	573	200	6,000	6,773
SON	Sonoma County	Local Road	Replace Lambert Bridge over Dry Creek 20C0248	Expansion	SON090026	7	Proposed	600	100	5,000	5,700
SON	Sonoma County	Local Road	Replace West Dry Creek Bridge over Pena Ck 20C0407	Expansion	SON090027	7	Proposed	400	250	5,000	5,650
SON	Sonoma County	Local Road	Replace Bohan Dillon Bridge over Gualala 20C0435	Expansion	SON110024	5	Proposed	490	30	1,450	1,970
SON	Sonoma County	Local Road	Replace Hauser Bridge over Gualala River 20C0240	Expansion	SON110025	4	Proposed	521	50	2,398	2,969
SON	Sonoma County	Local Road	Replace Freestone Flat Bridge over Salmon 20C0440	Expansion	SON110026	5	Proposed	562	50	2,644	3,256
SON	Sonoma County	Local Road	2011/12 Asphalt Overlay Program	Maint/Rehab	SON110028	2	Proposed	20		4,425	4,445
SON	Sonoma County	Local Road	Countywide Safe Routes to Schools Program	SystMgmt	SON110016	4	Proposed			1,168	1,168
SON	Windsor	Local Road	Windsor - Old Redwood Hwy Pedestrian Linkages	Expansion	SON070005	7	Proposed	78		325	403
SON	Windsor	Local Road	ORH at Lakewood Dr. Bike and Ped Facilities	Expansion	SON110044	2	Proposed	127		652	779
SON	Windsor	Local Road	Hembree Lane Resurfacing	Maint/Rehab	SON110012	2	Proposed	38		394	432
Totals for Sonoma County								190,968	105,981	1,259,036	1,555,985
Report Totals								3,346,778	1,749,941	46,777,998	51,874,717

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ALA	AC Transit	Transit	Enhanced Bus - Telegraph/Intl/East 14th	Expansion	ALA050017	1	Proposed	90,413	65,000		49,733	205,145
ALA	AC Transit	Transit	AC Transit Facilities Upgrade	Maint/Rehab	ALA010034	1	Proposed	13,980	999	3,705	25,337	44,020
ALA	AC Transit	Transit	AC Transit State of Good Repair Program	Maint/Rehab	ALA110008	4	Proposed	1,481			5,922	7,403
ALA	AC Transit	Transit	AC Transit: Procure (23) 60' Articulated Buses	Maint/Rehab	ALA110091	3	Proposed	4,127	1,302	12,778		18,207
ALA	AC Transit	Transit	AC Transit: Procure (38) 40-ft Urban Buses	Maint/Rehab	ALA110092	3	Proposed	7,514	2,786	7,514		17,815
ALA	AC Transit	Transit	AC Transit: Replace 16 40' Suburban Buses	Maint/Rehab	ALA110093	6	Proposed	3,969		3,969		7,937
ALA	AC Transit	Transit	Farebox Replacement	Maint/Rehab	ALA110106	2	Proposed	1,875			7,500	9,375
ALA	AC Transit	Transit	AC Transit: Bus Diesel Particulate Filters	Maint/Rehab	ALA110116	2	Proposed	795			795	1,590
ALA	AC Transit	Transit	AC Transit: Procure (28) 40-ft Urban Buses	Maint/Rehab	ALA110117	2	Proposed	3,070			12,280	15,350
ALA	AC Transit	Transit	AC Transit: Procure (40) 40-ft Urban Buses	Maint/Rehab	ALA110118	2	Proposed	4,386			17,543	21,929
ALA	AC Transit	Transit	AC Transit: Replace 27 40' Urban Buses	Maint/Rehab	ALA110123	2	Proposed	4,724	3,590	4,724		13,037
ALA	AC Transit	Transit	AC Transit: Replace 38 40' Suburban Buses	Maint/Rehab	ALA110124	2	Proposed			19,400		19,400
ALA	AC Transit	Transit	AC Transit: Procure (27) 60' Artic Hybrid Buses	Maint/Rehab	ALA130002	1	Proposed	2,745		26,955		29,700
ALA	AC Transit	Transit	AC Transit Paratransit Van Depreciation	Maint/Rehab	ALA990052	1	Proposed	3,075	495		13,102	16,671
ALA	AC Transit	Transit	AC Transit: Preventive Maintenance Program	Maint/Rehab	ALA991070	2	Proposed	64,897	10,967		316,574	392,438
ALA	AC Transit	Transit	AC Transit: ADA Paratransit Assistance	Operations	ALA990076	2	Proposed	20,628			82,510	103,138
ALA	AC Transit	Transit	Transit Security Project	SystMgmt	ALA050064	1	Proposed	2,582		21,484	10,329	34,395
ALA	AC Transit	Transit	Zero Emission Bus Advanced Demonstration	SystMgmt	ALA070046	1	Proposed	33,058		7,810	20,975	61,843
ALA	AC Transit	Transit	AC Transit: Line 51 Corridor	SystMgmt	ALA110100	3	Proposed				10,516	10,516
ALA	AC Transit	Transit	San Leandro BART - Transit Access Improvements	SystMgmt	ALA110105	2	Proposed			2,703	1,226	3,929
ALA	AC Transit	Transit	AC Transit: Spectrum Ridership Growth	SystMgmt	ALA110119	2	Proposed	234			1,803	2,036
ALA	ACTC	Local Rd	Alameda County SR2S Local	Expansion	ALA110098	2	Proposed	1,300				1,300
ALA	ACTC	Local Rd	Bikemobile: Bike Repair and Encouragement Vehicle	SystMgmt	ALA110009	4	Proposed	76			500	576
ALA	ACTC	Local Rd	Alameda County Safe Routes to School	SystMgmt	ALA110033	4	Proposed	1,005			8,362	9,367
ALA	ACTC	Local Rd	Local PDA Planning - Alameda	SystMgmt	ALA110122	2	Proposed	506			3,905	4,411
ALA	ACTC	State Hwy	I-580 (TriValley) Right of Way Preservation	Expansion	ALA050006	9	Proposed	5,000		4,700		9,700
ALA	ACTC	State Hwy	SR 84 Expressway Widening	Expansion	ALA050014	9	Proposed	69,429		20,000	37,030	126,459
ALA	ACTC	State Hwy	I-580 (TriValley) Corridor - WB HOV & Connectors	Expansion	ALA070018	1	Proposed		27,138	101,700	7,981	136,819
ALA	ACTC	State Hwy	I-580 (TriValley) Corridor - EB HOV/HOT Lanes	Expansion	ALA070020	1	Proposed	22,200	21,986	123,869	12,735	180,790
ALA	ACTC	State Hwy	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	Expansion	ALA070042	1	Proposed	13,259		94,600	8,720	116,579
ALA	ACTC	State Hwy	I-580 WB Auxiliary Lane, First to Isabel	Expansion	ALA090025	3	Proposed	1,000				1,000
ALA	ACTC	State Hwy	I-880/Industrial Parkway West Interchange	Expansion	ALA110002	2	Proposed	41,000				41,000
ALA	ACTC	State Hwy	East-West Connector in Fremont & Union City	Expansion	ALA978004	1	Proposed	103,171				103,171
ALA	ACTC	State Hwy	I-880 North Safety Improvements	Maint/Rehab	ALA050019	1	Proposed	1,125	10,000	85,000	1,787	97,912
ALA	ACTC	State Hwy	I-80 Integrated Corridor Mobility Project	SystMgmt	ALA070041	9	Proposed	11,958		77,654	3,243	92,855
ALA	ACTC	State Hwy	I-580 HOT Corridor Project	SystMgmt	ALA090004	5	Proposed	8,530			8,500	17,030
ALA	ACTC	State Hwy	Truck Parking Facilities in North County (Phase I)	SystMgmt	ALA090018	4	Proposed	2,000				2,000
ALA	ACTC	State Hwy	Corridor Mobility Program & Adaptive Ramp Metering	SystMgmt	ALA090019	4	Proposed	47,000				47,000

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ALA	ACTC	State Hwy	I-580 Landscaping in the City of San Leandro	SystMgmt	ALA090067	7	Proposed				350	350
ALA	ACTC	State Hwy	I-580 Oakland 14th to Ardley Noise Barriers	SystMgmt	ALA110004	3	Proposed	1,600				1,600
ALA	ACTC	Transit	ALA-Community-Based Transportation Plan Updates	SystMgmt	ALA110107	2	Proposed	119			475	594
ALA	Alameda	Local Rd	Tinker Avenue Reconfiguration	Expansion	ALA990054	1	Proposed	13,509		4,000	1,152	18,661
ALA	Alameda	Local Rd	City of Alameda - Park St Streetscape	SystMgmt	ALA070022	1	Proposed	527			1,968	2,495
ALA	Alameda	Local Rd	Shoreline Dr, Westline Dr and Broadway Bike Lanes	SystMgmt	ALA110085	2	Proposed	547			416	963
ALA	Alameda County	Local Rd	Alameda: Vasco Road Safety Improvements	Expansion	ALA030002	1	Proposed	30,397		4,750	14,005	49,152
ALA	Alameda County	Local Rd	Estuary Bridges Seismic Retrofit and Repairs	Maint/Rehab	ALA090022	3	Proposed	2,000		2,000		4,000
ALA	Alameda County	Local Rd	Fruitvale Ave Roadway Bridge Retrofit	Maint/Rehab	ALA090023	3	Proposed	2,000				2,000
ALA	Alameda County	Local Rd	Alameda County: Rural Roads Pavement Rehab	Maint/Rehab	ALA090069	3	Proposed	277			2,135	2,412
ALA	Alameda County	Local Rd	Alameda Co - Central Unincorporated Pavement Rehab	Maint/Rehab	ALA110026	2	Proposed	158			1,121	1,279
ALA	Alameda County	Local Rd	Crow Canyon Safety Improvements	SystMgmt	ALA010003	9	Proposed	2,000		500		2,500
ALA	Alameda County	Local Rd	Cherryland/Ashland/CastroValley/Fairview SidwlkImp	SystMgmt	ALA050035	2	Proposed	352			5,686	6,038
ALA	Alameda County	Local Rd	Hampton Rd Streetscape	SystMgmt	ALA070040	6	Proposed	2,551			2,999	5,550
ALA	Alameda County	Local Rd	E. 14th St/Mission Blvd Streetscape	SystMgmt	ALA991077	1	Proposed	2,608			3,098	5,706
ALA	Albany	Local Rd	Albany - Buchanan Bicycle and Pedestrian Path	Expansion	ALA110030	2	Proposed	742	100		1,702	2,544
ALA	BART	Transit	BART - Warm Springs Extension	Expansion	ALA050015	7	Proposed	326,214	288,999	274,787		890,000
ALA	BART	Transit	Hayward Shop and Yard Expansion	Expansion	ALA110003	3	Proposed	82,000		40,000		122,000
ALA	BART	Transit	BART to Livermore Extension - Develop EIR	Expansion	ALA130007	1	Proposed	6,199		8,600		14,799
ALA	BART	Transit	BART Oakland Airport Connector	Expansion	BRT990002	2	Proposed	234,070	146,200	58,730	45,000	484,000
ALA	BART	Transit	BART: Fare Collection Equipment	Maint/Rehab	ALA090065	6	Proposed	3,669			14,676	18,345
ALA	BART	Transit	MacArthur BART Plaza Remodel	Maint/Rehab	ALA090068	7	Proposed	259		1,262	2,549	4,070
ALA	BART	Transit	Enterprise Asset Management	Maint/Rehab	ALA110090	3	Proposed	500			2,000	2,500
ALA	BART	Transit	BART Train Car Accident Repair Project	Maint/Rehab	ALA110121	2	Proposed	194			1,493	1,687
ALA	BART	Transit	BART Station Electronic Bike Lockers, Ph. 2	SystMgmt	ALA070051	6	Proposed	413			130	543
ALA	BART	Transit	Downtown Berkeley BART Plaza/Transit Area Imps.	SystMgmt	ALA110032	2	Proposed	452			1,805	2,257
ALA	Berkeley	Local Rd	Berkeley Bike/Ped Overcrossing Site Access Imps	Expansion	ALA090039	3	Proposed	129			800	929
ALA	Berkeley	Local Rd	Berkeley Bay Trail Extension - Segment One	Expansion	ALA090062	6	Proposed	653			1,928	2,581
ALA	Berkeley	Local Rd	City of Berkeley Transportation Action Plan - TDM	SystMgmt	ALA110007	3	Proposed	260			2,000	2,260
ALA	Berkeley	State Hwy	I-80 Gilman Interchange Reconfiguration	Expansion	ALA050079	9	Proposed	5,879			1,080	6,959
ALA	CCJPA	Transit	Capitol Corridor Rail Improvements	Expansion	ALA070016	4	Proposed			5,260		5,260
ALA	CCJPA	Transit	Bicycle Lockers at Capitol Corridor Stations	SystMgmt	ALA110115	2	Proposed				581	581
ALA	Caltrans	Local Rd	Bay Trail (Union City Segment)	Expansion	ALA990091	9	Proposed	84			1,077	1,162
ALA	Caltrans	State Hwy	I-680 Sunol Grade NB HOV Lane	Expansion	ALA010014	1	Proposed	47,422		5,500		52,922
ALA	Caltrans	State Hwy	I-238 Widening Replacement Planting	Expansion	ALA070060	8	Proposed			4,059		4,059
ALA	Caltrans	State Hwy	Eastbound Truck Climbing Lane	Expansion	ALA090028	5	Proposed			77,400		77,400
ALA	Caltrans	State Hwy	I-880/SR 262 I/C and HOV lanes	Expansion	ALA978027	2	Proposed	85,438		35,054	10,812	131,304
ALA	Caltrans	State Hwy	I-680 Sunol Grade SouthBound HOV Lanes - SCL Final	Expansion	SCL991077	1	Proposed			8,308		8,308

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ALA	Caltrans	Tollway	San Francisco-Oakland Bay Bridge	Maint/Rehab	ALA977038	1	Proposed			5,469,387	237,058	5,706,445
ALA	Caltrans	Transit	Environmental Study for ACE Alignment	Expansion	ALA110086	2	Proposed				300	300
ALA	Dublin	Local Rd	Alamo Canal Regional Trail, I-580 Undercrossing	Expansion	ALA090066	6	Proposed	1,630			1,021	2,651
ALA	Dublin	Local Rd	West Dublin BART Golden Gate Drive Streetscape	Expansion	ALA110034	3	Proposed	558		680	647	1,886
ALA	Dublin	Local Rd	Dougherty Road widening	Expansion	ALA130005	1	Proposed	18,860				18,860
ALA	Dublin	Local Rd	Dublin Boulevard widening	Expansion	ALA130006	1	Proposed	4,200				4,200
ALA	Dublin	Local Rd	Dublin Citywide Street Resurfacing	Maint/Rehab	ALA110024	2	Proposed	125			547	672
ALA	EB Reg Park Dis	Land/Trails	East Bay Parks Green Transportation Initiative	Expansion	ALA110011	4	Proposed	7,610			10,200	17,810
ALA	Fremont	Local Rd	Widen Kato Rd from Warren Avenue to Milmont Drive	Expansion	ALA130001	1	Proposed	12,690				12,690
ALA	Fremont	Local Rd	Fremont CBD/Midtown Streetscape	SystMgmt	ALA110012	5	Proposed	501			1,600	2,101
ALA	Fremont	Local Rd	Walnut Argonaut Lane Reduction & Roundabout	SystMgmt	ALA110045	2	Proposed	67			518	585
ALA	Hayward	Local Rd	Route 238 Corridor Improvement	Expansion	ALA977007	1	Proposed	100,500				100,500
ALA	Hayward	Local Rd	South Hayward BART Area/Dixon Street Streetscape	SystMgmt	ALA110035	5	Proposed	515			1,800	2,315
ALA	Hayward	State Hwy	Rt 92/Clawiter/Whitesell Interchange Improvements	Expansion	ALA090016	3	Proposed	55,000				55,000
ALA	Hayward	State Hwy	I-880 Auxiliary lanes at Industrial Parkway	Expansion	ALA090020	5	Proposed	9,800				9,800
ALA	Hayward	State Hwy	I-880 NB and SB Auxiliary lanes	Expansion	ALA090021	4	Proposed	23,190				23,190
ALA	LAVTA	Transit	LAVTA Bus Rapid Transit (BRT) System Ph. 1 & 2	Expansion	ALA070021	1	Proposed	1,310	445	1,090	10,930	13,774
ALA	LAVTA	Transit	LAVTA: Preventive Maintenance	Maint/Rehab	ALA030030	1	Proposed	4,600			7,092	11,692
ALA	LAVTA	Transit	LAVTA Rideo Bus Restoration	Maint/Rehab	ALA110005	3	Proposed				200	200
ALA	LAVTA	Transit	LAVTA - East Bay Radio Communication System	Maint/Rehab	ALA110095	2	Proposed	128			512	640
ALA	LAVTA	Transit	LAVTA Capital Maintenance-Fuel	Operations	ALA110096	2	Proposed	32			128	160
ALA	LAVTA	Transit	LAVTA: ADA Paratransit Operating Subsidy	Operations	ALA990077	1	Proposed	1,236			4,043	5,279
ALA	Livermore	Local Rd	Livermore Village Plaza & Infrastructure	Expansion	ALA110037	4	Proposed	1,050			2,500	3,550
ALA	Livermore	Local Rd	Livermore TOD Study at I-580/SR84	SystMgmt	ALA110120	3	Proposed	359			286	645
ALA	MTC	Local Rd	SFOBB Gateway Park	Expansion	ALA110104	2	Proposed	6,000	17,000		30,000	53,000
ALA	MTC	Local Rd	Regional Planning Activities and PPM - Alameda	SystMgmt	ALA090030	1	Proposed	1,254		4,419	14,609	20,282
ALA	Newark	Local Rd	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Maint/Rehab	ALA110016	2	Proposed	118			682	800
ALA	Newark	Local Rd	Central Avenue Railroad Overpass at UPRR	SystMgmt	ALA010052	9	Proposed	18,514			567	19,081
ALA	Oakland	Local Rd	Oakland Coliseum TOD	Expansion	ALA070012	7	Proposed	218			885	1,103
ALA	Oakland	Local Rd	Oakland Waterfront Bay Trail	Expansion	ALA070039	6	Proposed	56,593		1,664	1,542	59,799
ALA	Oakland	Local Rd	Oakland Bay Trail to Lake Merritt Bike/Ped Bridge	Expansion	ALA130003	1	Proposed	2,000				2,000
ALA	Oakland	Local Rd	Oakland 19th Street Uptown Bike Station	Expansion	ALA130004	1	Proposed	75	531			606
ALA	Oakland	Local Rd	42nd Ave. & High St. I-880 Access Improv.	Expansion	ALA991081	1	Proposed	10,536		6,990		17,526
ALA	Oakland	Local Rd	Various Streets Resurfacing and Bikeway Facilities	Maint/Rehab	ALA110006	3	Proposed	771			4,052	4,823
ALA	Oakland	Local Rd	Oakland Foothill Blvd Streetscape	SystMgmt	ALA110029	3	Proposed	1,170			2,200	3,370
ALA	Oakland	Local Rd	Lake Merritt Improvement Project	SystMgmt	ALA110072	3	Proposed				828	828
ALA	Oakland	Port/Freight	Oakland Army Base Infrastructure Improvements	Expansion	ALA110046	2	Proposed	36,939		176,341	2,000	215,280
ALA	Pleasanton	Local Rd	Pleasanton - Foothill/I-580 IC Bike/Ped Facilities	Expansion	ALA110031	4	Proposed	295			709	1,004

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ALA	Pleasanton	State Hwy	PSR: SR 84 Widening from Pigeon Pass to I-680	Expansion	ALA090009	3	Proposed	2,000				2,000
ALA	Pleasanton	State Hwy	I-680/Bernal Avenue interchange improvements	Expansion	ALA090010	3	Proposed	4,000				4,000
ALA	Pleasanton	State Hwy	I-580 / Foothill Road interchange improvements	Expansion	ALA090013	3	Proposed	3,750				3,750
ALA	Port of Oakland	Local Rd	7th Street Grade Separation and Roadway Improvemen	Expansion	ALA090027	4	Proposed	220,504				220,504
ALA	Port of Oakland	Port/Freight	California Inter-regional Rail Intermodal Study	Expansion	ALA070054	6	Proposed				984	984
ALA	Port of Oakland	Port/Freight	Outer Harbor Intermodal Terminals (OHIT)	Expansion	ALA090026	4	Proposed	25,200		65,800	15,000	106,000
ALA	Port of Oakland	Port/Freight	Shore Power Initiative	SystMgmt	ALA110010	3	Proposed	10,243			3,000	13,243
ALA	SJRC	Transit	ACE Track Improvements.	Maint/Rehab	ALA010056	1	Proposed	2,773		5,000	5,564	13,337
ALA	SJRC	Transit	ACE Signal System Rehabilitation	Maint/Rehab	ALA050043	7	Proposed	465		2,000	2,114	4,579
ALA	SJRC	Transit	SJRC: Rebuild Diesel Locomotives	Maint/Rehab	ALA090060	7	Proposed	556			2,223	2,779
ALA	SJRC	Transit	ACE Preventative Maintenance	Maint/Rehab	ALA110099	3	Proposed	531			2,671	3,202
ALA	SJRC	Transit	GPS Train Tracking & Reporting System	SystMgmt	ALA050067	6	Proposed	101			405	506
ALA	San Leandro	Local Rd	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	Expansion	ALA050002	6	Proposed	3,400				3,400
ALA	San Leandro	Local Rd	San Leandro Downtown-BART Pedestrian Interface	SystMgmt	ALA110027	2	Proposed	1,604			4,610	6,214
ALA	San Leandro	State Hwy	I-880/SR 112 Overcrossing Replacement	Expansion	ALA070014	9	Proposed	4,650			939	5,589
ALA	San Leandro	State Hwy	I-880/Marina Blvd Interchange and Overcrossing Rep	Expansion	ALA090012	4	Proposed	25,900				25,900
ALA	Union C Transit	Transit	Union City: Replacement of One Transit Bus	Maint/Rehab	ALA050062	6	Proposed	60	16		241	317
ALA	Union C Transit	Transit	Union City Transit: Purchase Six (6) CNG Buses	Maint/Rehab	ALA070062	5	Proposed	631			2,524	3,155
ALA	Union C Transit	Transit	Union City Transit: Replace Two 35' Buses	Maint/Rehab	ALA090031	5	Proposed	5			17	22
ALA	Union C Transit	Transit	Union City: Replacement of Four (4) Transit Buses	Maint/Rehab	ALA090061	3	Proposed	416			1,658	2,074
ALA	Union C Transit	Transit	Union City: Replacement of Two (2) Transit Buses	Maint/Rehab	ALA110114	2	Proposed	238			953	1,191
ALA	Union City	Local Rd	Union City Blvd Corridor Bicycle Imp, Phase 1	Expansion	ALA110028	2	Proposed	1,000			860	1,860
ALA	Union City	Transit	Union City Intermodal Station Infrastructure	Expansion	ALA090015	4	Proposed	7,000			1,910	8,910
ALA	Union City	Transit	Union City Intermodal Station Infrastructure	Expansion	ALA990015	2	Proposed	22,558		18,164	20,555	61,276
ALA	Union City	Transit	Union City BART East Plaza Enhancements	SystMgmt	ALA110036	2	Proposed	3,160			6,360	9,520
ALA	WETA	Transit	Central Bay Operations and Maintenance Facility	Expansion	ALA110001	7	Proposed			30,675	7,500	38,175
Totals for Alameda County								2,164,521	597,553	6,930,984	1,207,489	10,900,549

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CC	AC Transit	Transit	Richmond Prkwy Transit Center Parking	Expansion	CC-030001	1	Proposed	2,800	16,000			18,800
CC	Antioch	Local Rd	Antioch - Wilbur Ave Bridge Widening	Expansion	CC-050002	1	Proposed	1,740		103	13,377	15,220
CC	Antioch	Local Rd	Somersville Road Widening	Expansion	CC-070004	5	Proposed	10,700				10,700
CC	Antioch	Local Rd	Hillcrest Ave Extension	Expansion	CC-070005	4	Proposed	2,350				2,350
CC	Antioch	Local Rd	Sand Creek Road Extension	Expansion	CC-070006	4	Proposed	2,350				2,350
CC	Antioch	Local Rd	Antioch - Empire Road Widening	Expansion	CC-070007	4	Proposed	1,500				1,500
CC	Antioch	Local Rd	Laurel Road Extension	Expansion	CC-070008	5	Proposed	5,950				5,950
CC	Antioch	Local Rd	Slatten Ranch Road Extension - Lone Tree to Laurel	Expansion	CC-070009	4	Proposed	1,350				1,350
CC	Antioch	Local Rd	Antioch - Wild Horse Road Extension	Expansion	CC-070010	4	Proposed	2,205				2,205
CC	Antioch	Local Rd	Fitzuren Road Widening & Realignment	Expansion	CC-090011	3	Proposed	10,000				10,000
CC	Antioch	Local Rd	Antioch Various Streets Pavement Rehab	Maint/Rehab	CC-110011	2	Proposed	507			1,907	2,414
CC	Antioch	State Hwy	Construct new interchange at Route 4/Phillips Lane	Expansion	CC-090013	3	Proposed	50,000				50,000
CC	BART	Local Rd	Richmond Transit Village Transit & Ped Imps	SystMgmt	CC-010021	1	Proposed	284			866	1,150
CC	BART	Transit	Richmond BART Parking Structure	Expansion	CC-030003	1	Proposed	5,957		15,100	8,490	29,547
CC	BART	Transit	E-BART - East Contra Costa Rail Extension	Expansion	CC-050025	8	Proposed	142,000	148,000	156,911	13,000	459,911
CC	BART	Transit	eBART Railroad Avenue Station	Expansion	CC-130002	1	Proposed	18,000	500			18,500
CC	BART	Transit	BART Community Information Wayfinding	SystMgmt	CC-090063	5	Proposed	650			900	1,550
CC	BART	Transit	Walnut Creek BART TOD Access Improvements	SystMgmt	CC-110082	3	Proposed	3,850			5,300	9,150
CC	Brentwood	Local Rd	SR4/Brentwood Boulevard Widening - North (Phase I)	Expansion	CC-070011	5	Proposed	6,683				6,683
CC	Brentwood	Local Rd	SR4 (Brentwood Boulevard) Widening (South)	Expansion	CC-070012	6	Proposed	4,653				4,653
CC	Brentwood	Local Rd	Lone Tree Way Undercrossing	Expansion	CC-070013	5	Proposed	18,753				18,753
CC	Brentwood	Local Rd	Lone Tree Way Widening	Expansion	CC-070014	5	Proposed	15,515				15,515
CC	Brentwood	Local Rd	Central Blvd Widening (Phase II)	Expansion	CC-070015	5	Proposed	4,785				4,785
CC	Brentwood	Local Rd	John Muir Parkway Extension (Phase I)	Expansion	CC-070077	7	Proposed	5,389				5,389
CC	Brentwood	Local Rd	John Muir Parkway Extension: Ph. II	Expansion	CC-070078	7	Proposed	6,261			735	6,996
CC	Brentwood	Local Rd	Brentwood Blvd North Widening - Phases II & III	Expansion	CC-090021	3	Proposed	12,025				12,025
CC	Brentwood	Local Rd	Brentwood Area Schools Bike/Ped Access Imps	Expansion	CC-110052	4	Proposed	60			432	492
CC	Brentwood	Local Rd	Brentwood 2012 Pavement Management Program	Maint/Rehab	CC-110009	2	Proposed	519			823	1,342
CC	CC County	Local Rd	Pacheco Blvd Widening and Realignment	Expansion	CC-070018	4	Proposed	16,170				16,170
CC	CC County	Local Rd	Carquinez Scenic Drive, SF Bay Trail Segment	Expansion	CC-070020	7	Proposed	2,236			900	3,136
CC	CC County	Local Rd	Kirker Pass Road NB Truck Climbing Lanes	Expansion	CC-070075	4	Proposed	10,200				10,200
CC	CC County	Local Rd	Byron Hwy Extension	Expansion	CC-070079	4	Proposed	9,900				9,900
CC	CC County	Local Rd	Byron Highway - Vasco Road Connection	Expansion	CC-070081	4	Proposed	4,650				4,650
CC	CC County	Local Rd	Montalvin Manor Ped & Transit Access Imps	Expansion	CC-070087	8	Proposed	1,729			630	2,359
CC	CC County	Local Rd	North Richmond Truck Route Extension	Expansion	CC-090003	3	Proposed	19,900				19,900
CC	CC County	Local Rd	Contra Costa Co. Camino Tassajara Widening	Expansion	CC-090022	3	Proposed	14,300				14,300
CC	CC County	Local Rd	Dougherty Road Widening	Expansion	CC-090024	3	Proposed	33,600				33,600
CC	CC County	Local Rd	Canal Road Bicycle and Pedestrian Facilites	Expansion	CC-110084	2	Proposed	396		450	1,000	1,846

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CC	CC County	Local Rd	Bailey Road Bike and Pedestrian Improvements	Expansion	CC-130003	1	Proposed	12,760				12,760
CC	CC County	Local Rd	Contra Costa County Vasco Road Safety Improvements	SystMgmt	CC-050030	1	Proposed	21,754			11,775	33,529
CC	CC County	Local Rd	Bailey Road-State Route 4 Interchange	SystMgmt	CC-130001	1	Proposed	8,914				8,914
CC	CCCTA	Transit	Pacheco Transit Hub	Expansion	CC-050010	6	Proposed	1,089	93	800		1,982
CC	CCCTA	Transit	CCCTA: Preventive Maintenance Program	Maint/Rehab	CC-030034	1	Proposed	3,868	103		15,578	19,549
CC	CCCTA	Transit	CCCTA - Replace 10 40' buses - Hybrid	Maint/Rehab	CC-110061	2	Proposed	1,407			5,627	7,034
CC	CCCTA	Transit	CCCTA: Replace 4 LINK Vans	Maint/Rehab	CC-110062	2	Proposed	93			372	465
CC	CCCTA	Transit	CCCTA: Replace 4 Minivans	Maint/Rehab	CC-110063	2	Proposed	43			174	217
CC	CCCTA	Transit	CCCTA: Maintenance Facility Rehabilitation	Maint/Rehab	CC-110064	2	Proposed			120	480	600
CC	CCCTA	Transit	CCCTA: Inventory Asset Management System	Maint/Rehab	CC-110065	2	Proposed			75	300	375
CC	CCCTA	Transit	Replace Diesel Trolleys with Electric TrolleyBuses	Maint/Rehab	CC-110083	2	Proposed	1,080			4,320	5,400
CC	CCCTA	Transit	CCCTA: Replace 7 30' Buses	Maint/Rehab	CC-110095	3	Proposed	710			2,840	3,550
CC	CCCTA	Transit	CCCTA - Replace 6 22' Paratransit Vans	Maint/Rehab	CC-110096	2	Proposed	100			402	502
CC	CCCTA	Transit	CCCTA - Replace 4 Paratransit Minivans	Maint/Rehab	CC-110097	2	Proposed	45			180	225
CC	CCCTA	Transit	CCCTA - Purchase and Install 40 Elec. Cooling Fans	Maint/Rehab	CC-110098	2	Proposed	200			200	400
CC	CCCTA	Transit	CCCTA - Replace 15 40' Buses	Maint/Rehab	CC-110099	2	Proposed	1,645			6,579	8,223
CC	CCCTA	Transit	CCCTA - Replace 18 40' Buses	Maint/Rehab	CC-110100	3	Proposed	2,297			9,188	11,485
CC	CCCTA	Transit	CCCTA: ADA Paratransit Assistance	Operations	CC-99T001	1	Proposed	2,388			9,508	11,897
CC	CCTA	Local Rd	Mokelumne Trail Bike/Ped Overcrossing	Expansion	CC-070067	6	Proposed	6,100				6,100
CC	CCTA	State Hwy	I-680 / SR 4 I/C Reconstruction - Phases 1-5	Expansion	CC-010023	1	Proposed	424,036		1,310		425,346
CC	CCTA	State Hwy	I-680 Auxiliary Lanes	Expansion	CC-030005	1	Proposed	10,305		1,000	22,696	34,000
CC	CCTA	State Hwy	SR 4 East Widening from Somersville to SR 160	Expansion	CC-030028	1	Proposed	174,149	26,900	181,110	2,643	384,802
CC	CCTA	State Hwy	I-680 SB HOV Lane Gap Closure	Expansion	CC-050028	8	Proposed	80,443	14,000		5,557	100,000
CC	CCTA	State Hwy	I-680 NB HOV Lane Extension	Expansion	CC-070022	6	Proposed	48,000				48,000
CC	CCTA	State Hwy	SR4 Bypass: Laurel Rd to Sand Creek	Expansion	CC-070049	7	Proposed	3,600		13,000		16,600
CC	CCTA	State Hwy	SR4: Balfour Road Interchange	Expansion	CC-070053	5	Proposed	46,400				46,400
CC	CCTA	State Hwy	SR4 /SR160 Interchange and Connectors	Expansion	CC-070054	5	Proposed	100	50,000			50,100
CC	CCTA	State Hwy	SR4 Bypass: Sand Creek Interchange	Expansion	CC-070057	6	Proposed	4,800		20,000		24,800
CC	CCTA	State Hwy	SR 239 - New State Highway Study	Expansion	CC-110066	3	Proposed	16,338			12,906	29,244
CC	Caltrans	Port/Freight	Richmond Rail Connector	Expansion	CC-090032	7	Proposed	5,440		10,880	8,000	24,320
CC	Caltrans	State Hwy	SR 24 - Caldecott Tunnel 4th Bore	Expansion	CC-010002	1	Proposed	139,052	50,000	48,343	182,951	420,346
CC	Caltrans	Transit	Double rail track btw Oakley & Port Chicago	Expansion	CC-090010	4	Proposed	1,621		26,450		28,071
CC	Caltrans	Transit	Oakley to Port Chicago, Track Seg. 3, Phase 2	Maint/Rehab	CC-110081	2	Proposed				20,500	20,500
CC	Concord	Local Rd	Commerce Avenue Extension	Expansion	CC-070026	5	Proposed	6,238			1,510	7,748
CC	Concord	Local Rd	Waterworld Parkway Extension and New Bridge	Expansion	CC-070027	5	Proposed	7,748				7,748
CC	Concord	Local Rd	Panoramic Drive Extension	Expansion	CC-070028	4	Proposed	10,497				10,497
CC	Concord	Local Rd	Ygnacio Valley/Kirker Pass Roads Widening	Expansion	CC-090026	3	Proposed	8,172				8,172
CC	Concord	Local Rd	Monument Corridor Pedestrian and Bikeway Network I	Expansion	CC-090067	5	Proposed	326			944	1,270

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CC	Concord	Local Rd	Concord Monument Corridor Shared Use Trail	Expansion	CC-110019	2	Proposed	206			666	872
CC	Concord	Local Rd	Concord Blvd Pavement Rehabilitation	Maint/Rehab	CC-110010	2	Proposed	540			2,147	2,687
CC	Concord	Local Rd	Concord Clayton Road/Treat Blvd Intersection Imps.	SystMgmt	CC-090023	3	Proposed	2,680				2,680
CC	Concord	State Hwy	SR 242 / Clayton Road Interchange Improvements	Expansion	CC-070024	4	Proposed	31,000				31,000
CC	Concord	State Hwy	SR4/Willow Pass Interchange Improvements	Expansion	CC-070025	4	Proposed	33,000				33,000
CC	Danville	Local Rd	Crow Canyon/Camino Tassajara Intersection Imps	Maint/Rehab	CC-050075	1	Proposed	841			5,289	6,130
CC	Danville	Local Rd	Diablo Road Imps. - Green Valley to Avenida Neuva	Maint/Rehab	CC-090001	3	Proposed	4,160				4,160
CC	Danville	Local Rd	San Ramon Valley Street Smarts SR2S Program	SystMgmt	CC-110050	2	Proposed	48			365	413
CC	Danville	Transit	San Ramon Valley Bus Program	Operations	CC-090004	3	Proposed	8,000				8,000
CC	EB Reg Park Dis	Local Rd	Atlas Road - New Bridge and Roadway Extension	Expansion	CC-070063	5	Proposed	2,152				2,152
CC	EB Reg Park Dis	Land/Trails	Conta Costa Parks Bike/Ped Trail Improvements	Maint/Rehab	CC-070033	7	Proposed	230			720	950
CC	ECCTA	Transit	Tri-Delta: Park and Ride Facility Land Purchase	Expansion	CC-050029	1	Proposed	637			1,139	1,776
CC	ECCTA	Transit	Tri Delta Transit Park and Ride Lots	Expansion	CC-090036	3	Proposed	175			641	817
CC	ECCTA	Transit	ECCTA: Preventive Maintenance Program	Maint/Rehab	CC-030037	1	Proposed	674	84		2,681	3,439
CC	ECCTA	Transit	ECCTA: Transit Bus Replacements	Maint/Rehab	CC-070092	1	Proposed	7,451		2,156	30,503	40,110
CC	ECCTA	Transit	Tri-Delta: ADA Operating Assistance	Operations	CC-030035	1	Proposed	1,269			5,074	6,343
CC	ECCTA	Transit	ECCTA - Capital Maintenance-Fuel	Operations	CC-110080	2	Proposed	70			279	348
CC	ECCTA	Transit	Tri-Delta: Install Clipper Fareboxes	SystMgmt	CC-090039	6	Proposed	51			203	254
CC	El Cerrito	Local Rd	Del Norte Area TOD Bike/Ped/Transit Access Imps	SystMgmt	CC-070046	7	Proposed	7,375				7,375
CC	El Cerrito	Local Rd	San Pablo Avenue Streetscape	SystMgmt	CC-070074	1	Proposed	2,210			2,306	4,516
CC	El Cerrito	Local Rd	Moeser & Ashbury Ped/Bike Corridor Improvements	SystMgmt	CC-090066	6	Proposed	118			977	1,095
CC	El Cerrito	Local Rd	El Cerito Central Ave & Liberty St Streetscape Imp	SystMgmt	CC-110005	3	Proposed	370			816	1,186
CC	Hercules	Local Rd	Refugio Bridge - Bike, Ped & Vehicle Connectivity	Expansion	CC-070086	4	Proposed	8,741				8,741
CC	Hercules	Local Rd	Central Hercules Arterial Improvements	Expansion	CC-090008	3	Proposed	2,736				2,736
CC	Hercules	Local Rd	Hercules (Bio-Rad) Bay Trail	Expansion	CC-090065	4	Proposed	990		198	3,424	4,612
CC	Hercules	Local Rd	Hercules New Town Center Complete Street	SystMgmt	CC-110015	4	Proposed	6,035				6,035
CC	Hercules	State Hwy	SR4/Willow Avenue Ramps	SystMgmt	CC-070051	5	Proposed	21,016				21,016
CC	Hercules	Transit	Hercules Intercity Rail Station - Phase 1	Expansion	CC-030002	1	Proposed	7,462		11,000	220	18,682
CC	Hercules	Transit	Construct Phase 2 of Hercules Intermodal Station	Expansion	CC-090009	5	Proposed	42,290			5,100	47,390
CC	Lafayette	Local Rd	Lafayette - Pleasant Hill Road South Bike/Ped Imps	Expansion	CC-090064	6	Proposed	151			1,144	1,295
CC	Lafayette	Local Rd	Lafayette Downtown Bike/Ped Imp & Streetscape	SystMgmt	CC-110006	5	Proposed	611			1,690	2,301
CC	MTC	Local Rd	Regional Planning Activities and PPM - CC County	SystMgmt	CC-090035	1	Proposed	853		1,987	9,369	12,209
CC	MTC	Local Rd	Local PDA Planning - Contra Costa	SystMgmt	CC-110101	2	Proposed	356			2,745	3,101
CC	Martinez	Local Rd	Martinez - Court Street Overcrossing, Phase 1	Expansion	CC-090005	4	Proposed	9,700				9,700
CC	Martinez	Local Rd	Martinez - Marina Vista Streetscape	SystMgmt	CC-070085	8	Proposed	755			2,504	3,259
CC	Martinez	State Hwy	I-680/Marina Vista I/C Improvements	Expansion	CC-070038	5	Proposed	7,896				7,896
CC	Martinez	Transit	Martinez Intermodal Station Parking Expansion	Expansion	CC-030004	6	Proposed	14,500		5,500		20,000
CC	Moraga	Local Rd	Moraga Way Streetscape	SystMgmt	CC-110055	3	Proposed	640				640

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CC	Oakley	Local Rd	Main Street Widening	Expansion	CC-090015	3	Proposed	12,630				12,630
CC	Oakley	State Hwy	SR4 Realignment in Oakley	Expansion	CC-070065	6	Proposed	9,037			1,461	10,498
CC	Orinda	Local Rd	Moraga Way Pedestrian Pathway	Expansion	CC-110048	2	Proposed	92			166	258
CC	Pinole	State Hwy	Widen Pinole Valley Road ramps at I-80	Expansion	CC-090017	3	Proposed	787				787
CC	Pittsburg	Local Rd	California Avenue Widening	Expansion	CC-070041	4	Proposed	13,400				13,400
CC	Pittsburg	Local Rd	West Leland Extension, Phase II	Expansion	CC-070043	4	Proposed	11,600				11,600
CC	Pittsburg	Local Rd	Pittsburg-Antioch Highway Widening	Expansion	CC-070044	4	Proposed	4,990				4,990
CC	Pittsburg	Local Rd	James Donlon Extension (Buchanan Rd Bypass)	Expansion	CC-070045	4	Proposed	33,500				33,500
CC	Pittsburg	Local Rd	Pittsburg N. Parkside Dr. Bike Lanes and Sidewalks	Expansion	CC-110017	2	Proposed	251			900	1,151
CC	Pittsburg	Local Rd	Pittsburg Railroad Avenue Pavement Rehab	Maint/Rehab	CC-110012	2	Proposed	382			848	1,230
CC	Pittsburg	Local Rd	Bailey Road Transit Access Improvements	SystMgmt	CC-070084	6	Proposed	1,209			989	2,198
CC	Pleasant Hill	Local Rd	Pleasant Hill - Buskirk Avenue Widening	Expansion	CC-090002	3	Proposed	11,000				11,000
CC	Pleasant Hill	Local Rd	Lisa Lane Sidewalk Project	Expansion	CC-110051	3	Proposed	127			594	721
CC	Pleasant Hill	Local Rd	Central-East County SR2S Program	SystMgmt	CC-110049	2	Proposed	94			725	819
CC	Richmond	Local Rd	Griffin Drive Railroad At-Grade Crossing	Expansion	CC-070047	6	Proposed	2,500				2,500
CC	Richmond	Local Rd	Marina Bay Parkway Grade Separation	Expansion	CC-090018	3	Proposed	17,950		18,975		36,925
CC	Richmond	Local Rd	Richmond Barrett Avenue Bicycle Lanes	Expansion	CC-110018	2	Proposed	89	75		600	764
CC	Richmond	Local Rd	Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Maint/Rehab	CC-030011	1	Proposed	638			558	1,196
CC	Richmond	Local Rd	Easy Go Richmond	Operations	CC-110102	2	Proposed	51			203	254
CC	Richmond	Local Rd	Richmond Transit Village: Nevin Imps BART-19th	SystMgmt	CC-110007	5	Proposed	1,205			1,217	2,422
CC	Richmond	Local Rd	Richmond Transit Village: Nevin Imps 19th-27th	SystMgmt	CC-110016	5	Proposed	2,660	1,262		3,154	7,076
CC	Richmond	Local Rd	SR2S - Nystrom,Coronado,Highland,Wilson & Wash.	SystMgmt	CC-110031	2	Proposed	235			741	976
CC	Richmond	State Hwy	I-80/Central Avenue Interchange Modification	Expansion	CC-050076	7	Proposed	18,075			2,944	21,019
CC	San Pablo	Local Rd	El Portal Drive Rehabilitation / Gateway Phases II	Maint/Rehab	CC-110001	2	Proposed	1,920				1,920
CC	San Pablo	State Hwy	Reconstruct I-80/San Pablo Dam Rd Interchange	Expansion	CC-070035	7	Proposed	90,450	8,000		15,000	113,450
CC	San Ramon	Local Rd	Bollinger Canyon Road Widening (Alcosta to SRVB)	Expansion	CC-090019	3	Proposed	10,613				10,613
CC	San Ramon	State Hwy	I-680 Direct Access Ramps	Expansion	CC-070036	5	Proposed	101,600				101,600
CC	St. Rte. 4 BA	State Hwy	SR4 Bypass: Sand Creek to Balfour Rd	Expansion	CC-070048	6	Proposed	12,400				12,400
CC	WCCTA	Transit	WCCTA: Preventive Maintenance Program	Maint/Rehab	CC-030025	1	Proposed	409			1,636	2,045
CC	WCCTA	Transit	WCCTA: Replace (5) 1999 35' Revenue Vehicles	Maint/Rehab	CC-110057	2	Proposed	472			1,857	2,329
CC	WCCTA	Transit	WCCTA: Purchase of non revenue Service Vehicle	Maint/Rehab	CC-110058	2	Proposed	8			32	40
CC	WCCTA	Transit	WCCTA Replace (8)1988 40' transit buses	Maint/Rehab	CC-110092	3	Proposed	877			3,503	4,380
CC	WCCTA	Transit	WCCTA: Replace (1) 2003 40' transit buses	Maint/Rehab	CC-110093	2	Proposed	110			439	548
CC	WCCTA	Transit	WCCTA - Replace (1) 40 foot diesel transit vehicle	Maint/Rehab	CC-110094	2	Proposed	138			551	688
CC	WCCTA	Transit	WCCTA: ADA Paratransit Operating Subsidy	Operations	CC-990045	1	Proposed	304			1,153	1,458
CC	WCCTA	Transit	Hercules Intermodal Station Improvements	SystMgmt	CC-050074	6	Proposed	363			1,251	1,614
CC	WETA	Transit	Richmond Ferry Service	Expansion	CC-070062	7	Proposed			39,862	2,500	42,362
CC	WETA	Transit	Martinez Ferry Service	Expansion	CC-110002	2	Proposed			812		812

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CC	WETA	Transit	Antioch Ferry Service	Expansion	CC-110003	2	Proposed			812		812
CC	Walnut Creek	Local Rd	Pleasant Hill Geary Road Widening Phase 3	Expansion	CC-070050	4	Proposed	7,950				7,950
CC	Walnut Creek	Local Rd	Walnut Creek Various Arterials & Collectors Rehab	Maint/Rehab	CC-110013	4	Proposed	247			1,856	2,103
Totals for Contra Costa County								2,100,028	315,016	556,956	498,468	3,470,468

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MRN	Caltrans	State Hwy	US-101 Mission Bell Installation	Other	MRN110003	2	Proposed				241	241
MRN	Caltrans	State Hwy	US 101 - Golden Gate Botanical Area Revegetation	SystMgmt	MRN050012	7	Proposed	35			560	595
MRN	FHWA	Local Rd	Stinson Beach Access Road	Maint/Rehab	MRN050020	5	Proposed				2,803	2,803
MRN	Fairfax	Local Rd	Fairfax - Non-motorized Transp. Pilot Program	Expansion	MRN070014	6	Proposed				314	314
MRN	GGBHTD	Tollway	Golden Gate Bridge Seismic Retrofit, Phase 3B	Maint/Rehab	MRN050018	1	Proposed	44,243			98,509	142,752
MRN	GGBHTD	Tollway	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	Maint/Rehab	MRN970016	2	Proposed	71,238		110,269	92,850	274,357
MRN	GGBHTD	Tollway	Golden Gate Bridge - Suicide Deterrent System	SystMgmt	MRN050019	8	Proposed	7,000				7,000
MRN	GGBHTD	Transit	Larkspur Ferry Terminal Parking Garage	Expansion	MRN130001	1	Proposed	4,000				4,000
MRN	GGBHTD	Transit	ACIS Radio Communications System	Maint/Rehab	MRN010035	1	Proposed	9,194		493	10,995	20,682
MRN	GGBHTD	Transit	GGBHTD: Fixed Guideway Connectors	Maint/Rehab	MRN030010	1	Proposed	6,565			26,731	33,296
MRN	GGBHTD	Transit	GGBHTD: Ferry Major Components Rehabilitation	Maint/Rehab	MRN030011	1	Proposed	2,802			11,209	14,011
MRN	GGBHTD	Transit	4 Replacement Express Buses	Maint/Rehab	MRN050015	6	Proposed		1,600			1,600
MRN	GGBHTD	Transit	GGBHTD: Facilities Rehabilitation	Maint/Rehab	MRN050025	1	Proposed	3,208			11,374	14,582
MRN	GGBHTD	Transit	GGBHTD: Replacement of Ferry Propulsion Systems	Maint/Rehab	MRN090025	1	Proposed	780			3,120	3,900
MRN	GGBHTD	Transit	GGBHTD: Replace 30 - 1997 45' MCI Buses	Maint/Rehab	MRN090034	4	Proposed	3,816			15,265	19,081
MRN	GGBHTD	Transit	GGBHTD: Replace 7 - 2005 Paratransit Vans	Maint/Rehab	MRN090035	4	Proposed	111			446	557
MRN	GGBHTD	Transit	GGBHTD: Bus Stop Improvements	Maint/Rehab	MRN090036	3	Proposed	296			1,182	1,478
MRN	GGBHTD	Transit	GGBHTD - Replace 2 - 1998 45' Over-The-Road Buses	Maint/Rehab	MRN110027	3	Proposed	262			1,048	1,310
MRN	GGBHTD	Transit	GGBHTD - Replace 3 - 2005 Paratransit Vans	Maint/Rehab	MRN110028	3	Proposed	49			196	245
MRN	GGBHTD	Transit	GGBHTD - Replace 7 - 40' Diesel Buses	Maint/Rehab	MRN110045	2	Proposed	752			3,008	3,760
MRN	GGBHTD	Transit	GGBHTD - Replace 14 - 45' OTR Coaches	Maint/Rehab	MRN110046	3	Proposed	1,927			7,710	9,637
MRN	GGBHTD	Transit	Ferry channel & berth dredging.	Maint/Rehab	MRN990017	2	Proposed	4,321			16,573	20,894
MRN	GGBHTD	Transit	Golden Gate Transit: ADA Paratransit Assistance	Operations	MRN090033	9	Proposed	337			1,347	1,683
MRN	GGBHTD	Transit	San Rafael Transit Center Improvements	SystMgmt	MRN070008	8	Proposed		265		100	365
MRN	GGBHTD	Transit	Larkspur Ferry Terminal Parking Improvements	SystMgmt	MRN070018	7	Proposed	337			1,344	1,681
MRN	GGBHTD	Transit	Golden Gate Transit Station Bicycle Improvements	SystMgmt	MRN090012	8	Proposed				163	163
MRN	Larkspur	Local Rd	Larkspur - Non-motorized Transpo. Pilot Program	Expansion	MRN070015	1	Proposed	12			1,584	1,596
MRN	MCTD	Transit	Local Bus Stop Revitalization in Marin County	Maint/Rehab	MRN110004	2	Proposed	400			1,600	2,000
MRN	MCTD	Transit	Capital Improvements For Muir Woods Shuttle	Maint/Rehab	MRN110030	3	Proposed	430			1,738	2,168
MRN	MCTD	Transit	MCTD Preventive Maintenance	Maint/Rehab	MRN110040	2	Proposed	13			99	112
MRN	MCTD	Transit	Marin Transit Replace Four Local Buses	Maint/Rehab	MRN110042	2	Proposed	559			2,236	2,795
MRN	MCTD	Transit	Marin Transit Seven Local Buses	Maint/Rehab	MRN110043	2	Proposed	1,014			4,058	5,072
MRN	MCTD	Transit	Marin Transit - Replace 13 Paratransit Vehicles	Maint/Rehab	MRN110044	2	Proposed	223			891	1,114
MRN	MCTD	Transit	Marin Transit Low Income Youth Pass Program	Operations	MRN110041	2	Proposed	112				112
MRN	MCTD	Transit	MCTD- ADA Paratransit Assistance	Operations	MRN110047	2	Proposed	505			2,020	2,525
MRN	MCTD	Transit	Marin county: Bus Stop Improvements	SystMgmt	MRN070001	1	Proposed			2,423		2,423
MRN	MTC	Local Rd	Regional Planning Activities and PPM - Marin	SystMgmt	MRN090020	1	Proposed	661		1,024	5,446	7,131
MRN	MTC	Local Rd	Local PDA Planning - Marin	SystMgmt	MRN110039	2	Proposed	98			750	848

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MRN	Marin County	Local Rd	Non-motorized Transp. Pilot Program - Marin County	Expansion	MRN050033	2	Proposed				11,024	11,024
MRN	Marin County	Local Rd	Non-motorized Transp. Projects - Marin County	Expansion	MRN090049	9	Proposed				1,238	1,238
MRN	Marin County	Local Rd	Sir Francis Drake Boulevard Westbound Bike Lane	Expansion	MRN090050	7	Proposed		75		386	461
MRN	Marin County	Local Rd	Strawberry Point School Pedestrian Imps	Expansion	MRN110006	2	Proposed	62			475	537
MRN	Marin County	Local Rd	Marinwood, Greenbrae, Strawberry & Marin City Imps	Expansion	MRN110007	2	Proposed	245			970	1,215
MRN	Marin County	Local Rd	Venetia Valley School SR2S Pedestrian Access Imps	Expansion	MRN110016	3	Proposed	50			383	433
MRN	Marin County	Local Rd	Miller Creek Road Bike Lanes and Ped Improvements	Expansion	MRN110033	2	Proposed				407	407
MRN	Marin County	Local Rd	Mountain View Rd Bridge Replacement - 27C0154	Expansion	MRN110035	2	Proposed				1,246	1,246
MRN	Marin County	Local Rd	Marin Parklands Visitor Access, Phase 2	Maint/Rehab	MRN070019	8	Proposed	3,410			1,036	4,446
MRN	Marin County	Local Rd	Marin County: Southern Marin Roads Rehab	Maint/Rehab	MRN090053	5	Proposed	158			1,196	1,354
MRN	Marin County	Local Rd	Novato Boulevard Resurfacing	Maint/Rehab	MRN110015	3	Proposed	222			1,006	1,228
MRN	Marin County	Local Rd	Sir Francis Drake Blvd. MP 20.70 Slide Repair	Maint/Rehab	MRN130002	1	Proposed				560	560
MRN	Marin County	Local Rd	Muir Woods Road MP 0.49 Slide Repair	Maint/Rehab	MRN130003	1	Proposed				930	930
MRN	Marin County	State Hwy	Tennessee Valley Bridge	Maint/Rehab	MRN010006	1	Proposed	152			759	911
MRN	Mill Valley	Local Rd	Mill Valley - Sycamore Ave Pedistrian Facilities	Expansion	MRN090052	4	Proposed	129			282	411
MRN	Mill Valley	Local Rd	Mill Valley - Miller Avenue Rehabilitation	Maint/Rehab	MRN070002	6	Proposed	6,650		500		7,150
MRN	Mill Valley	Local Rd	Mill Valley - Edgwood Avenue Resurfacing	Maint/Rehab	MRN110009	2	Proposed	203			123	326
MRN	Mill Valley	Local Rd	Mill Valley - Non-motorized Transp. Pilot Program	SystMgmt	MRN070020	7	Proposed				1,093	1,093
MRN	Novato	Local Rd	Novato Boulevard Widening, Diablo to Grant	Expansion	MRN070006	7	Proposed	8,974				8,974
MRN	San Anselmo	Local Rd	San Anselmo - Center Blvd Bridge Replace (27C0079)	Expansion	MRN110032	2	Proposed	667			5,150	5,817
MRN	San Rafael	Local Rd	San Rafael - Non-motorized Transport Pilot Program	Expansion	MRN070009	1	Proposed				2,671	2,671
MRN	San Rafael	Local Rd	San Rafael: Sidewalk along East Francisco Blvd	Expansion	MRN110029	3	Proposed				1,500	1,500
MRN	San Rafael	Local Rd	San Rafael Citywide Street Resurfacing	Maint/Rehab	MRN110008	2	Proposed	313			1,019	1,332
MRN	Sausalito	Local Rd	Sausalito - Non-motorized Transp. Pilot Program	SystMgmt	MRN070012	9	Proposed				690	690
MRN	Sausalito	Local Rd	Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps	SystMgmt	MRN110010	3	Proposed	197			88	285
MRN	TAM	Local Rd	Central Marin Ferry Access Improvements	Expansion	MRN050014	9	Proposed		9,002		6,110	15,112
MRN	TAM	Local Rd	Marin Bike/Ped Facility North of Atherton Ave.	Expansion	MRN070003	6	Proposed	185			425	610
MRN	TAM	Local Rd	TAM - Non-motorized Transportation Pilot Program	SystMgmt	MRN070017	4	Proposed				100	100
MRN	TAM	State Hwy	US 101 / Greenbrae Interchange Corridor Impts.	Expansion	MRN050001	8	Proposed	106,077	48,723			154,800
MRN	TAM	State Hwy	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	Expansion	MRN050034	1	Proposed	120,282		203,551	17,154	340,987
MRN	TAM	State Hwy	Highway 101 Landscaping for Gap Closure Project	SystMgmt	MRN110034	2	Proposed				3,900	3,900
MRN	Various	Local Rd	Marin County: Major Roads Rehabilitation	Maint/Rehab	MRN090008	4	Proposed	30,000				30,000
Totals for Marin County								443,279	59,665	318,260	389,430	1,210,634

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NAP	American Canyon	Local Rd	American Canyon Napa Junction Elementary Ped Imps	Expansion	NAP090007	7	Proposed	55			221	276
NAP	American Canyon	Local Rd	American Canyon: Theresa Ave Sidewalk Imp Phase 3	Expansion	NAP110007	4	Proposed	30			200	230
NAP	American Canyon	Local Rd	American Canyon - Napa Square Pavement Rehab.	Maint/Rehab	NAP110022	3	Proposed				268	268
NAP	American Canyon	Local Rd	American Canyon PDA Development Plan	SystMgmt	NAP110006	2	Proposed	1,542			318	1,860
NAP	Caltrans	State Hwy	Design of SR 12/29 /Airport Blvd Grade Separation	Expansion	NAP010002	6	Proposed	1,500				1,500
NAP	Caltrans	State Hwy	SR 12 (Jamieson Canyon Road) Widening	Expansion	NAP010008	1	Proposed			128,950	8,801	137,751
NAP	MTC	Local Rd	Regional Planning Activities and PPM - Napa	SystMgmt	NAP090002	1	Proposed	595		47	4,991	5,633
NAP	MTC	Local Rd	Local PDA Planning - Napa	SystMgmt	NAP110025	2	Proposed	98			750	848
NAP	NCTPA	Local Rd	Napa Valley Vine Trail Design and Construction	Expansion	NAP110014	4	Proposed	2,653			2,711	5,364
NAP	NCTPA	Local Rd	NCTPA: Napa County SRTS Program Expansion	SystMgmt	NAP110012	2	Proposed				315	315
NAP	NCTPA	Transit	NCTPA: Replace Rolling Stock	Maint/Rehab	NAP090005	5	Proposed	4,131	1,985		4,312	10,428
NAP	NCTPA	Transit	NCTPA Equipment Replacement and Upgrades	Maint/Rehab	NAP090008	4	Proposed	800			440	1,240
NAP	NCTPA	Transit	NCTPA: ADA Operating Assistance	Operations	NAP030004	1	Proposed	133			248	381
NAP	NCTPA	Transit	Napa Vine Operating Assistance	Operations	NAP970010	2	Proposed	17,678			15,547	33,224
NAP	NCTPA	Transit	Napa: Bus Stop Improvements	SystMgmt	NAP030005	9	Proposed	631			152	782
NAP	NCTPA	Transit	Napa County Community Based Transportation Plan	SystMgmt	NAP110024	2	Proposed	20			80	100
NAP	Napa	Local Rd	Napa:Lincoln Ave Bike Lane - Jefferson to Railroad	Expansion	NAP110011	5	Proposed	43			170	213
NAP	Napa	Local Rd	Napa City North/South Bike Connection	Expansion	NAP110013	2	Proposed	95			200	295
NAP	Napa	Local Rd	Napa (City): 2011 Cape Seal Pavement Rehab	Maint/Rehab	NAP110008	3	Proposed	101			625	726
NAP	Napa	Local Rd	Napa City - Linda Vista Pavement Overlay	Maint/Rehab	NAP110015	3	Proposed	122			654	776
NAP	Napa County	Local Rd	Napa County: Silverado Trail Paving Phase F	Maint/Rehab	NAP110009	3	Proposed	117			838	955
NAP	Napa County	Local Rd	Silverado Trail Phase G and H Rehab	Maint/Rehab	NAP110023	2	Proposed				1,595	1,595
NAP	Napa Vine	Transit	Park & Ride Lots in Napa County	Expansion	NAP050009	6	Proposed	2,680	2,350			5,030
NAP	Yountville	Local Rd	Yountville - Napa County Bicycle Path Extension	Expansion	NAP090006	8	Proposed	20			129	149
Totals for Napa County								33,043	4,335	128,997	43,565	209,940

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REG	ACWA	Local Rd	Green Star / Cool Schools Program	SystMgmt	REG110016	4	Proposed	113			867	980
REG	Alameda County	Regional	Local Government EV Fleet Program	SystMgmt	REG110013	4	Proposed				2,808	2,808
REG	BAAQMD	Regional	Regional Bicycle Sharing Pilot	Expansion	REG110010	4	Proposed	549	1,663		4,291	6,503
REG	BAAQMD	Transit	Spare the Air Program	SystMgmt	MTC990015	2	Proposed	5,138		2,110	12,930	20,178
REG	BART	Transit	BART Train Control Renovation	Maint/Rehab	BRT030004	1	Proposed	25,800	10,678	17,500	135,999	189,977
REG	BART	Transit	BART: Traction Power System Renovation	Maint/Rehab	BRT030005	1	Proposed	25,533	5,722		130,820	162,075
REG	BART	Transit	BART Transbay Tube Seismic Retrofit	Maint/Rehab	BRT050003	6	Proposed	174,712	44,598	56,865		276,175
REG	BART	Transit	BART: Rail, Way and Structures Program	Maint/Rehab	BRT97100B	1	Proposed	23,900	4,000		123,500	151,400
REG	BART	Transit	BART Car Exchange (Preventive Maintenance)	Maint/Rehab	REG050020	1	Proposed	313,434			289,646	603,079
REG	BART	Transit	BART: Railcar Replacement Program	Maint/Rehab	REG090037	7	Proposed	957,974			67,626	1,025,600
REG	BART	Transit	ADA Paratransit Capital Accessibility Improve	SystMgmt	BRT99T01B	1	Proposed	5,834	1,000		27,224	34,058
REG	Caltrain	Transit	Caltrain: Revenue Vehicle Rehab Program	Maint/Rehab	REG090051	9	Proposed	1,638			6,546	8,185
REG	Caltrain	Transit	Caltrain: Preventive Maintenance	Maint/Rehab	REG090053	7	Proposed	2,736			11,977	14,713
REG	Caltrain	Transit	Caltrain Transit Asset Management System (CTAMS)	Maint/Rehab	REG110025	3	Proposed				750	750
REG	Caltrain	Transit	Caltrain: Systemwide Track Rehab & Related Struct.	Maint/Rehab	SM-03006B	1	Proposed	18,989	2,167		75,056	96,212
REG	Caltrain	Transit	Caltrain: Signal/Communication Rehab. & Upgrades	Maint/Rehab	SM-050041	1	Proposed	7,781			30,246	38,027
REG	Caltrain	Transit	Caltrain Positive Train Control System	SystMgmt	REG110030	4	Proposed	70,560		113,360	47,080	231,000
REG	Caltrans	Local Rd	GL: Safety Improvements - SRTS	Expansion	VAR110012	2	Proposed	708			15,911	16,619
REG	Caltrans	Local Rd	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Maint/Rehab	VAR110045	3	Proposed	26,117		7,626	355,615	389,358
REG	Caltrans	State Hwy	GL: Shoulder Imprv - SHOPP Roadside Preservation	Maint/Rehab	MTC050008	8	Proposed			59,406		59,406
REG	Caltrans	State Hwy	GL: Safety Improvements - SHOPP Mobility Program	Maint/Rehab	VAR110001	2	Proposed			87,341		87,341
REG	Caltrans	State Hwy	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Maint/Rehab	VAR110003	3	Proposed			190,733		190,733
REG	Caltrans	State Hwy	GL: Safety Imprv. - SHOPP Collision Reduction	Maint/Rehab	VAR110004	4	Proposed			221,255		221,255
REG	Caltrans	State Hwy	GL: Emergency Repair - SHOPP Emergency Response	Maint/Rehab	VAR110005	5	Proposed			287,249		287,249
REG	Caltrans	State Hwy	GL: Pvmt Resurf/Rehab SHS - Highway Maint.	Maint/Rehab	VAR110031	2	Proposed			23,588	5,874	29,462
REG	Caltrans	State Hwy	GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor	Maint/Rehab	VAR110037	2	Proposed			7,070		7,070
REG	Caltrans	State Hwy	GL: Safety Improvements - SHOPP Mandates	Maint/Rehab	VAR110042	3	Proposed			30,354		30,354
REG	Caltrans	State Hwy	GL: Bridge Rehab and Reconstruction - SHOPP	Maint/Rehab	VAR110044	3	Proposed			499,302		499,302
REG	Caltrans	State Hwy	Statewide Archaeological Reburial Database	Other	REG110022	2	Proposed				575	575
REG	Caltrans	State Hwy	Cultural Resources Legacy Data Database	Other	REG110023	2	Proposed				1,630	1,630
REG	Caltrans	State Hwy	Geoarchaeological Study of Route 101 Corridor	Other	REG110024	2	Proposed				358	358
REG	Caltrans	State Hwy	GL: Safety Imprv - Highway Safety Improvement Prog	SystMgmt	VAR110007	5	Proposed	15,626			36,392	52,018
REG	Caltrans	Transit	GL: Elderly & Persons with Disability Program	Maint/Rehab	REG110042	2	Proposed				5,188	5,188
REG	Caltrans	Transit	GL: FTA Non-Urbanized Formula Program	Operations	REG110041	2	Proposed	6,646			3,569	10,215
REG	Caltrans	Transit	GL: Railroad/Highway Crossings	SystMgmt	VAR110046	2	Proposed				3,212	3,212
REG	GGBHTD	Transit	Golden Gate Transit: SF Bus Lot Modifications	Maint/Rehab	REG090052	5	Proposed	767			3,068	3,835
REG	MTC	Local Rd	Regional Streets and Roads Program	Maint/Rehab	REG090039	7	Proposed	2,490			13,200	15,690
REG	MTC	Local Rd	Regional Arterial Operations & Signal Timing Prog	SystMgmt	REG090046	6	Proposed	6,910			5,750	12,660

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REG	MTC	Local Rd	Parking Pricing Regional Analysis	SystMgmt	REG110029	3	Proposed	140			560	700
REG	MTC	Regional	Regional Planning Activities and PPM - MTC	SystMgmt	REG090038	1	Proposed	578		2,200	6,858	9,636
REG	MTC	Regional	Regional Planning Activities - ABAG	SystMgmt	REG090040	1	Proposed	1,637			4,909	6,546
REG	MTC	Regional	Regional Planning Activities - BCDC	SystMgmt	REG090041	9	Proposed	464			2,234	2,698
REG	MTC	Regional	511 Traveler Information	SystMgmt	REG090042	1	Proposed	10,790			83,270	94,060
REG	MTC	Regional	Climate Initiatives Program Public Education	SystMgmt	REG090065	6	Proposed	250			10,393	10,643
REG	MTC	Regional	Climate Initiatives Evaluation and Administration	SystMgmt	REG090066	3	Proposed				4,000	4,000
REG	MTC	Regional	Electric Vehicle Funding Strategies	SystMgmt	REG110011	5	Proposed	333			2,000	2,333
REG	MTC	Regional	Climate Initiatives Program	SystMgmt	REG110036	2	Proposed	2,203			17,000	19,203
REG	MTC	Regional	Regional Planning - PDA Implementation	SystMgmt	REG110037	3	Proposed	1,296			10,000	11,296
REG	MTC	Regional	Climate Change Adaptation&Vulnerability Assessment	SystMgmt	REG110043	2	Proposed	600			600	1,200
REG	MTC	State Hwy	Freeway Performance Initiative (FPI)	SystMgmt	REG090003	2	Proposed	93,727		85,775	148,044	327,546
REG	MTC	State Hwy	Regional Express Lane Network	SystMgmt	REG130004	1	Proposed	178,000	8,900	9,100		196,000
REG	MTC	Tollway	Toll Bridge Maintenance	Maint/Rehab	REG130001	1	Proposed		48,000			48,000
REG	MTC	Tollway	Toll Bridge Rehabilitation Program	Maint/Rehab	REG130002	1	Proposed		628,906			628,906
REG	MTC	Transit	Safe Routes to Transit	Expansion	MTC050021	5	Proposed		20,000			20,000
REG	MTC	Transit	Station Area Planning Program & Implementation	Expansion	REG110014	4	Proposed	1,112			8,305	9,417
REG	MTC	Transit	GL: JARC FY 09 - FY 10 - Large UA	Operations	REG090002	1	Proposed	16,512		100	2,663	19,275
REG	MTC	Transit	GL: New Freedom FY10 & FY11 Large UA	Operations	REG110026	3	Proposed	2,270			3,950	6,220
REG	MTC	Transit	GL: JARC FY11-FY12 Large UA	Operations	REG110032	5	Proposed	4,893			5,022	9,915
REG	MTC	Transit	GL: JARC FY10-FY12 Small UA & Rural	Operations	REG110033	4	Proposed	1,227			1,519	2,746
REG	MTC	Transit	GL: New Freedom FY10-FY12 Small & Rural	Operations	REG110034	3	Proposed	1,252			548	1,800
REG	MTC	Transit	GL: 5307 JARC Set-aside FY13 Large UA	Operations	REG110039	3	Proposed	2,986			2,986	5,973
REG	MTC	Transit	Transit Commute Benefits Promotion	SystMgmt	MTC050001	6	Proposed		5,000			5,000
REG	MTC	Transit	Real-time Transit Information Program	SystMgmt	MTC050020	6	Proposed		20,000			20,000
REG	MTC	Transit	Transit Capital Inventory Improvements	SystMgmt	REG050013	5	Proposed	150	100		1,000	1,250
REG	MTC	Transit	Clipper Fare Collection System	SystMgmt	REG090045	1	Proposed	16,316	23,154		60,067	99,536
REG	MTC	Transit	GL: FY10 JARC Mobility Management	SystMgmt	REG110028	4	Proposed	169			805	974
REG	MTC-SAFE	State Hwy	Incident Management Program	SystMgmt	REG090044	1	Proposed	6,463			29,240	35,703
REG	MTC-SAFE	State Hwy	FSP and Call Box Program	SystMgmt	REG130003	1	Proposed	4,500			14,290	18,790
REG	Natl Park Svc	Land/Trails	GL: US 206 Recreational Grants	Maint/Rehab	REG110040	2	Proposed	59			428	487
REG	Natl Park Svc	Land/Trails	Golden Gate Nat'l Rec. Area Road Rehab	Maint/Rehab	SF-030002	1	Proposed				53,640	53,640
REG	Natl Park Svc	Land/Trails	Golden Gate Nat'l Rec. Area Non-Motorized Access	Maint/Rehab	SF-050045	8	Proposed	2,018			13,671	15,689
REG	Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Water Transit Planning	SystMgmt	SF-090024	4	Proposed				1,897	1,897
REG	Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Transit Enhancements	SystMgmt	SF-090027	4	Proposed	194			3,304	3,498
REG	SF County TA	Regional	eFleet: Carsharing Electrified	Expansion	REG110012	6	Proposed	432			1,700	2,132
REG	SFMTA	Local Rd	Electric Vehicle Taxi Battery Switch Stations	SystMgmt	REG110017	8	Proposed	809			6,000	6,809
REG	SFMTA	Local Rd	Electric Vehicle Taxis	SystMgmt	REG110038	2	Proposed	128			988	1,116

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REG	SJRC	Transit	ACE Positive Train Control	SystMgmt	REG110044	2	Proposed	28,336			1,664	30,000
REG	Son Co TA	Regional	Regional Dynamic Ridesharing Pilot	SystMgmt	REG110015	3	Proposed	32			1,500	1,532
REG	WETA	Transit	Ferry Service - Berkeley/Albany	Expansion	MTC050027	1	Proposed	20,450	14,615	25,184	5,032	65,281
REG	WETA	Transit	WETA Ferry Expansion Studies.	Expansion	MTC050028	5	Proposed		9,280			9,280
REG	WETA	Transit	SF Ferry Terminal/Berthing Facilities	Expansion	MTC050029	7	Proposed		18,450	17,000	2,500	37,950
REG	WETA	Transit	Treasure Island Ferry Service	Expansion	REG070003	4	Proposed	1,000				1,000
REG	WETA	Transit	Maintenance Barge and Emergency Floats and Ramps	Expansion	REG110001	2	Proposed			15,250		15,250
REG	WETA	Transit	WETA: Ferry Channel & Berth Dredging	Maint/Rehab	REG090054	9	Proposed	659			2,636	3,295
REG	WETA	Transit	WETA: Ferry Propulsion System Replacement	Maint/Rehab	REG090055	7	Proposed	4,873			19,484	24,357
REG	WETA	Transit	WETA: Ferry Major Component Rehab/Replacement	Maint/Rehab	REG090057	1	Proposed	1,178	640		7,194	9,012
REG	WETA	Transit	WETA: Fixed Guideway Connectors	Maint/Rehab	REG090067	8	Proposed	1,205	306		6,043	7,554
REG	WETA	Transit	WETA: Facilities Rehabilitation	Maint/Rehab	REG110020	4	Proposed	66			264	331
REG	WETA	Transit	WETA: Revenue Vehicle Communication Equipment	Maint/Rehab	REG110021	3	Proposed				182	182
Totals for Multiple Counties								2,103,262	867,178	1,758,368	1,966,100	6,694,909

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SCL	Caltrain	Transit	South Terminal Wayside Power	Maint/Rehab	SCL110131	2	Proposed	1,581		315	353	2,249
SCL	Caltrans	State Hwy	SR 87 Guadalupe Freeway Corridor Landscaping	SystMgmt	SCL030008	1	Proposed	945		2,000	5,980	8,925
SCL	Caltrans	State Hwy	US 101 / SR 87-Trimble Road Landscaping	SystMgmt	SCL050013	7	Proposed			2,390		2,390
SCL	Campbell	Local Rd	Campbell Avenue Portals Bike/Ped Facilities	Expansion	SCL110028	2	Proposed	4,306			424	4,730
SCL	Campbell	Local Rd	Hacienda Ave Streetscape and Bicycle Imps	SystMgmt	SCL110116	2	Proposed	136			544	680
SCL	Gilroy	Local Rd	Gilroy New Ronan Channel and Lions Creek Trail	Expansion	SCL110032	2	Proposed	3,490			672	4,162
SCL	MTC	Local Rd	Local PDA Planning - Santa Clara	SystMgmt	SCL110125	2	Proposed	694			5,349	6,043
SCL	Milpitas	Local Rd	SR 237 - Calaveras Blvd Widening	Expansion	SCL050077	6	Proposed	61,500				61,500
SCL	Palo Alto	Local Rd	Citywide Traffic Signal upgrade	SystMgmt	SCL050091	8	Proposed	93			365	458
SCL	Palo Alto	Local Rd	Palo Alto California Avenue Transit Hub	SystMgmt	SCL110037	4	Proposed	1,600				1,600
SCL	SJRC	Transit	San Joaquin Rail Corridor: ADA Operating Set-aside	Operations	ALA050042	1	Proposed	528				528
SCL	San Jose	Local Rd	Almaden Expressway Pedestrian Bridge	Expansion	SCL050039	1	Proposed	12,483			352	12,835
SCL	San Jose	Local Rd	Lower Guadalupe River Trail	Expansion	SCL050081	1	Proposed	6,040			4,793	10,833
SCL	San Jose	Local Rd	Bay Trail Reach 9 & 9B	Expansion	SCL050082	7	Proposed	7,863			675	8,538
SCL	San Jose	Local Rd	Coyote Creek Trail	Expansion	SCL050083	7	Proposed	30,806			3,674	34,480
SCL	San Jose	Local Rd	San Jose Charcot Avenue Extension Over I-880	Expansion	SCL090003	3	Proposed	30,200				30,200
SCL	San Jose	Local Rd	Coleman Avenue Widening from I-880 to Taylor St.	Expansion	SCL090005	3	Proposed	13,000				13,000
SCL	San Jose	Local Rd	San Jose North 1st Street Core Area Streets Imps.	Expansion	SCL090007	3	Proposed	61,000				61,000
SCL	San Jose	Local Rd	Montague Expwy Widening - Lick Mill-Trade Zone	Expansion	SCL090010	4	Proposed	13,500				13,500
SCL	San Jose	Local Rd	San Jose - Autumn Street Extension	Expansion	SCL110006	2	Proposed	34,026			974	35,000
SCL	San Jose	Local Rd	San Jose: Los Gatos Creek Reach 5 Bridge Crossings	Expansion	SCL110029	3	Proposed	3,350			1,200	4,550
SCL	San Jose	Local Rd	Park Avenue Multi-Modal Improvements	Expansion	SCL110117	2	Proposed	364			1,456	1,820
SCL	San Jose	Local Rd	St. John Street Multi-Modal Improvements - Phase 1	Expansion	SCL110118	2	Proposed	376			1,500	1,876
SCL	San Jose	Local Rd	San Jose: Road Rehab and Ped. Facilities	Maint/Rehab	SCL110107	4	Proposed	2,590			12,410	15,000
SCL	San Jose	Local Rd	Silicon Valley TIMC	SystMgmt	SCL050079	9	Proposed	1,880			5,671	7,551
SCL	San Jose	Local Rd	Downtown San Jose Couplet Conversions	SystMgmt	SCL090004	3	Proposed	22,000				22,000
SCL	San Jose	Local Rd	San Jose: Various Intersection Improvements	SystMgmt	SCL090008	3	Proposed	29,000				29,000
SCL	San Jose	Local Rd	Branham Ln/Monterey Hwy Grade Crossing Design	SystMgmt	SCL090036	4	Proposed	95			475	570
SCL	San Jose	Local Rd	Lower Guadalupe River Trail-Tasman Drive Underpass	SystMgmt	SCL090046	5	Proposed	165			660	825
SCL	San Jose	Local Rd	Innovative Bicycle Detection System	SystMgmt	SCL110016	3	Proposed	371			1,500	1,871
SCL	San Jose	Local Rd	San Fernando Street Enhanced Bikeway & Ped Access	SystMgmt	SCL110033	5	Proposed	302			1,565	1,867
SCL	San Jose	Local Rd	San Jose - San Carlos Multimodal Phase 2	SystMgmt	SCL110034	6	Proposed	1,296			2,401	3,697
SCL	San Jose	Local Rd	San Jose Walk N Roll - Safe Access	SystMgmt	SCL110057	4	Proposed	85			568	653
SCL	San Jose	State Hwy	US 101 / Blossom Hill I/C Reconst & Road Widening	Expansion	SCL030006	6	Proposed	15,000				15,000
SCL	San Jose	State Hwy	US 101 / Mabury New Interchange	Expansion	SCL070004	5	Proposed	20,750				20,750
SCL	San Jose	State Hwy	I-880/Montague Expressway Interchange	Expansion	SCL090015	3	Proposed	14,340				14,340
SCL	San Jose	State Hwy	US 101 SB Trimble Road/De La Cruz Boulevard/Centra	SystMgmt	SCL090025	4	Proposed	34,000				34,000
SCL	San Jose	State Hwy	San Jose- Alameda - A Plan for The Beautiful Way	SystMgmt	SCL110001	4	Proposed	1,191			3,132	4,323

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SCL	San Jose	Transit	San Jose International Airport People Mover	Expansion	SCL090019	4	Proposed	508,000				508,000
SCL	Santa Clara Co	Local Rd	Montague Expwy Widening - Trade Zone-I-680	Expansion	SCL090017	3	Proposed	15,540				15,540
SCL	Santa Clara Co	Local Rd	San Tomas Expressway Widening	Expansion	SCL110007	3	Proposed	56,100				56,100
SCL	Santa Clara Co	Local Rd	East San Jose Pedestrian Improvements	Expansion	SCL110121	2	Proposed	532			2,128	2,660
SCL	Santa Clara Co	Local Rd	San Tomas Expressway Box Culvert Rehabilitation	Maint/Rehab	SCL090002	6	Proposed	1,560			10,490	12,050
SCL	Santa Clara Co	Local Rd	Isabel Bridge Replacement (37C0089)	Maint/Rehab	SCL110108	4	Proposed				5,030	5,030
SCL	Santa Clara Co	Local Rd	Oregon-Page Mill Expwy Improvements	SystMgmt	SCL050080	9	Proposed	1,079			3,333	4,412
SCL	Santa Clara Co	Local Rd	Central Expressway Auxiliary Lanes	SystMgmt	SCL070049	7	Proposed	15,735			1,265	17,000
SCL	Santa Clara Co	Local Rd	Page Mill Road/I-280 Interchange Reconfiguration	SystMgmt	SCL110004	2	Proposed	7,820				7,820
SCL	Santa Clara Co	Local Rd	SR2S for Santa Clara County	SystMgmt	SCL110051	2	Proposed	130			1,000	1,130
SCL	Santa Clara Co	State Hwy	US 101/Montague Expressway Interchange	Expansion	SCL090027	3	Proposed	13,500				13,500
SCL	Saratoga	Local Rd	Highway 9 Safety Improvements	SystMgmt	SCL070050	8	Proposed	364			2,262	2,626
SCL	Sunnyvale	Local Rd	SR 237/US 101/Mathilda Interchange Modifications	SystMgmt	SCL130001	1	Proposed	15,000				15,000
SCL	VTA	Local Rd	Santa Clara Grade-Separated Pedestrian Crossing	Expansion	SCL090031	3	Proposed	9,241	675		1,468	11,384
SCL	VTA	Local Rd	Regional Planning Activities and PPM - Santa Clara	SystMgmt	SCL090035	1	Proposed	1,299		2,189	13,517	17,005
SCL	VTA	State Hwy	I-880 Coleman Avenue I/C Reconfiguration.	Expansion	SCL010019	1	Proposed	6,175		5,000	66,869	78,044
SCL	VTA	State Hwy	SR-152/SR-156 Interchange Improvements.	Expansion	SCL010040	1	Proposed	15,238		11,450	18,295	44,983
SCL	VTA	State Hwy	Garvee Debt. Srv. - SCL010019, SCL990030-31	Expansion	SCL030012	8	Proposed			173,967		173,967
SCL	VTA	State Hwy	New SR152 Alignment Study	Expansion	SCL090016	5	Proposed	5,000		5,000		10,000
SCL	VTA	State Hwy	SR 85 Express Lanes	Expansion	SCL090030	8	Proposed	165,200			4,800	170,000
SCL	VTA	State Hwy	Santa Clara County - US 101 Express Lanes	Expansion	SCL110002	3	Proposed	425,000				425,000
SCL	VTA	State Hwy	SR 237 Express Lanes: Zanker Rd to Mathilda Ave	Expansion	SCL110008	4	Proposed	14,400			1,600	16,000
SCL	VTA	State Hwy	SR 237 Express Lanes : Mathilda Avenue to SR 85	Expansion	SCL130002	1	Proposed	83,790				83,790
SCL	VTA	Transit	BART - Berryessa to San Jose Extension	Expansion	BRT030001	1	Proposed	3,962,300				3,962,300
SCL	VTA	Transit	Capitol Expressway LRT Extension- Phase II	Expansion	SCL050009	1	Proposed	236,360		39,000	18,540	293,900
SCL	VTA	Transit	Santa Clara/Alum Rock Transit Improvement/BRT	Expansion	SCL090001	5	Proposed	24,818		90,445		115,263
SCL	VTA	Transit	LRT Extension to Vasona Junction	Expansion	SCL090040	3	Proposed	176,000				176,000
SCL	VTA	Transit	BART - Warm Springs to Berryessa Extension	Expansion	SCL110005	6	Proposed	1,279,380		353,339	889,181	2,521,900
SCL	VTA	Transit	El Camino Real Bus Rapid Transit	Expansion	SCL110009	2	Proposed	233,700				233,700
SCL	VTA	Transit	VTA: Stevens Creek Bus Rapid Transit	Expansion	SCL110010	5	Proposed	160,794			713	161,507
SCL	VTA	Transit	VTA - Standard & Small Bus Replacement	Maint/Rehab	SCL050001	1	Proposed	103,587		5,848	13,253	122,687
SCL	VTA	Transit	VTA - Rail Replacement Program	Maint/Rehab	SCL050002	1	Proposed	4,062		1,328	16,249	21,639
SCL	VTA	Transit	Replace Bus Fareboxes	Maint/Rehab	SCL050044	8	Proposed	514		10,000		10,514
SCL	VTA	Transit	VTA: Rail Substation Rehab/Replacement	Maint/Rehab	SCL050049	1	Proposed	2,076		2,500	15,794	20,370
SCL	VTA	Transit	VTA: TP OCS Rehab & Replacement	Maint/Rehab	SCL090044	6	Proposed	2,912			11,650	14,562
SCL	VTA	Transit	VTA: Light Rail Bridge and Structure - SG Repair	Maint/Rehab	SCL110099	2	Proposed	340			1,360	1,700
SCL	VTA	Transit	VTA: Kinkisharyo LRV Overhaul Program	Maint/Rehab	SCL110100	2	Proposed	257			1,030	1,287
SCL	VTA	Transit	VTA: LRV Body Shop Dust Separation Wall	Maint/Rehab	SCL110101	2	Proposed	257			436	693

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SCL	VTA	Transit	VTA: LRV Maintenance Shop Hoist	Maint/Rehab	SCL110102	2	Proposed	687			2,750	3,437
SCL	VTA	Transit	VTA: Update Santa Teresa Interlock Signal House	Maint/Rehab	SCL110103	2	Proposed	172			688	860
SCL	VTA	Transit	VTA: Light Rail Track Crossovers and Switches	Maint/Rehab	SCL110104	2	Proposed	145			580	724
SCL	VTA	Transit	VTA: LR Signal Assessment / SCADA Replacement	Maint/Rehab	SCL110105	2	Proposed	700			2,800	3,500
SCL	VTA	Transit	VTA: Diridon Tunnel Radio Replacement	Maint/Rehab	SCL110106	3	Proposed	262				262
SCL	VTA	Transit	VTA: Preventive Maintenance	Maint/Rehab	SCL990046	3	Proposed	116,738			454,096	570,833
SCL	VTA	Transit	VTA: ADA Operating Set Aside	Operations	SCL050046	1	Proposed	7,999			31,436	39,435
SCL	VTA	Transit	SCVTA: Low Income Fare Pilot Project	Operations	SCL110126	2	Proposed	1,471				1,471
SCL	VTA	Transit	VTA: ADA Bus Stop Improvements	SystMgmt	SCL050045	1	Proposed	825			3,275	4,100
SCL	VTA	Transit	VTA: Renewable Energy Conversion Project	SystMgmt	SCL090041	3	Proposed	188			750	938
SCL	VTA	Transit	VTA: San Jose High Volume Bus Stop Upgrade	SystMgmt	SCL090043	4	Proposed	150			600	750
SCL	VTA	Transit	VTA:Light Rail Transit Signal Priority Improvement	SystMgmt	SCL110119	3	Proposed	206			1,587	1,793
SCL	VTA	Transit	Together We Ride One-Call/One-Click Centers	SystMgmt	SCL110120	3	Proposed				2,050	2,050
Totals for Santa Clara County								8,108,549	675	704,770	1,657,565	10,471,560

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SF	BART	Transit	BART/MUNI Direct Connection Platform	Expansion	SF-050014	5	Proposed		3,000			3,000
SF	BART	Transit	Balboa Park Station Eastside Walkway Project	SystMgmt	SF-090040	3	Proposed	3,002		10,154		13,155
SF	BART	Transit	24th Street/Mission BART Plaza Pedestrian Imps.	SystMgmt	SF-090051	4	Proposed	1,905			2,109	4,014
SF	BART	Transit	Regional Real-Time Transit Information at BART	SystMgmt	SF-110044	2	Proposed	1,232			3,168	4,400
SF	BART	Transit	BART 24th Street Train Control Upgrade Project	SystMgmt	SF-110048	2	Proposed	260			2,000	2,260
SF	Caltrain	Transit	Caltrain Electrification	Maint/Rehab	SF-010028	1	Proposed	584,907		620,000	20,093	1,225,000
SF	GGBHTD	Local Rd	Golden Gate Bridge - Moveable Median Barrier	SystMgmt	SF-070037	1	Proposed	3,621		20,000	1,379	25,000
SF	MTC	Local Rd	City CarShare Pilot Program	SystMgmt	SF-050043	7	Proposed	1,040			1,946	2,986
SF	MTC	Local Rd	Regional Planning Activities and PPM - SF County	SystMgmt	SF-090030	1	Proposed	767		2,045	7,024	9,836
SF	Port of SF	Local Rd	San Francisco Cargo Way Bay Trail Bike Lanes	Expansion	SF-110014	2	Proposed	289			185	474
SF	Port of SF	Local Rd	Pier 70 Shoreline Open Space Improvements	SystMgmt	SF-070014	4	Proposed	1,000				1,000
SF	Port of SF	Transit	San Francisco Downtown Ferry Terminal	Maint/Rehab	SF-070010	6	Proposed	20,000				20,000
SF	Port of SF	Transit	Fishermans Wharf Ferry Terminal Improvements	Maint/Rehab	SF-070012	6	Proposed	8,000				8,000
SF	Port of SF	Transit	Embarcadero Corridor Transportation Improvements	SystMgmt	SF-070009	5	Proposed	5,350				5,350
SF	SF City/County	Local Rd	Local PDA Planning - San Francisco	SystMgmt	SF-110047	2	Proposed	309			2,380	2,689
SF	SF County TA	Local Rd	Treasure Is/Yerba Buena Is Street Improvements	Expansion	SF-130004	1	Proposed	47,960				47,960
SF	SF County TA	Local Rd	Integrated Public-Private Partnership TDM Program	SystMgmt	SF-110011	2	Proposed	125	150		750	1,025
SF	SF County TA	Local Rd	San Francisco Parking Pricing and Regulation Study	SystMgmt	SF-110038	3	Proposed	120			480	600
SF	SF County TA	Local Rd	Treasure Island Congestion Pricing Program	SystMgmt	SF-110049	2	Proposed	10,245			480	10,725
SF	SF County TA	Local Rd	HOV Ramps: I-280/6th St Ramps-Project Development	SystMgmt	SF-130009	1	Proposed	2,000				2,000
SF	SF County TA	State Hwy	HOV Lanes on US 101 in SF - Project Development	Expansion	SF-130008	1	Proposed	2,000				2,000
SF	SF County TA	State Hwy	Yerba Buena Island (YBI) Ramp Improvements	Maint/Rehab	SF-070027	1	Proposed	100,106		13,723	119,618	233,447
SF	SF County TA	State Hwy	US 101 Doyle Drive Replacement	Maint/Rehab	SF-991030	3	Proposed	140,561		1,521,147	311,949	1,973,657
SF	SF County TA	Transit	Geary Bus Rapid Transit	Expansion	SF-070004	4	Proposed	183,700				183,700
SF	SF County TA	Transit	Van Ness Avenue Bus Rapid Transit	Expansion	SF-070005	8	Proposed	76,347		4,218	44,867	125,432
SF	SF County TA	Transit	Oakdale Caltrain Station	Expansion	SF-090011	4	Proposed	5,173				5,173
SF	SF County TA	Transit	Construct Treasure Island Bus Terminal Facility	Expansion	SF-130010	1	Proposed	2,790				2,790
SF	SF County TA	Transit	Treausure Island Pricing Mobility Improvements	SystMgmt	SF-130005	1	Proposed	23,500				23,500
SF	SF DPW	Local Rd	Bayview Transportation Improvements	Expansion	SF-010038	9	Proposed	27,795			9,375	37,170
SF	SF DPW	Local Rd	Harney Way Roadway Widening	Expansion	SF-090004	6	Proposed	23,575			475	24,050
SF	SF DPW	Local Rd	Hunters Pt Shipyard and Candlestick Pt Local Roads	Expansion	SF-110006	3	Proposed	338,150				338,150
SF	SF DPW	Local Rd	Southeast Waterfront Transportation Improvements	Expansion	SF-130006	1	Proposed	254,281				254,281
SF	SF DPW	Local Rd	HOPE SF Street Grid Phase 1	Expansion	SF-130007	1	Proposed	10,000				10,000
SF	SF DPW	Local Rd	4th St Bridge Seismic Retrofit & Rehab	Maint/Rehab	SF-010004	1	Proposed	5,728		7,253	39,559	52,540
SF	SF DPW	Local Rd	Citywide:San Francisco Street Improvements	Maint/Rehab	SF-050042	1	Proposed	5,180		1,646	10,033	16,859
SF	SF DPW	Local Rd	San Francisco - Arelious Walker Stairway Imps.	Maint/Rehab	SF-090036	7	Proposed	200			1,030	1,230
SF	SF DPW	Local Rd	Great Highway Restoration	Maint/Rehab	SF-110005	3	Proposed	10,265			2,864	13,129
SF	SF DPW	Local Rd	San Francisco - Folsom Streetscape and Rehab	Maint/Rehab	SF-110007	4	Proposed	1,278			4,265	5,543

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SF	SF DPW	Local Rd	San Francisco - Broadway Streetscape and Rehab	Maint/Rehab	SF-110009	4	Proposed	458			1,454	1,912
SF	SF DPW	Local Rd	San Francisco - Marina Green Bicycle Trail Imps.	Maint/Rehab	SF-110013	3	Proposed	269			988	1,257
SF	SF DPW	Local Rd	San Francisco Point Lobos Streetscape	SystMgmt	SF-090038	6	Proposed	134			461	595
SF	SF DPW	Local Rd	South of Market Alleyways Improvements, Phase 2	SystMgmt	SF-110012	4	Proposed	959			1,381	2,340
SF	SF DPW	Local Rd	SF- Better Market Street Transportation Elements	SystMgmt	SF-130001	1	Proposed	206,400				206,400
SF	SF DPW	State Hwy	SR 1 - 19th Avenue Median Improvements	SystMgmt	SF-070025	7	Proposed	347			990	1,337
SF	SFDPH	Local Rd	San Franscico SR2S - Education and Outreach	SystMgmt	SF-110015	4	Proposed	90			500	590
SF	SFMTA	Local Rd	San Francisco Bicycle Route Improvements	Expansion	SF-070036	4	Proposed	5,365			100	5,465
SF	SFMTA	Local Rd	San Francisco Bicycle Parking	Expansion	SF-090039	6	Proposed				235	235
SF	SFMTA	Local Rd	Mission Bay/UCSF Multi-Modal Transportation Imps.	Expansion	SF-110002	3	Proposed	50,900		1,382	10,000	62,282
SF	SFMTA	Local Rd	Sunset and AP Giannini SR2S Improvements	Expansion	SF-110029	4	Proposed	225			579	804
SF	SFMTA	Local Rd	Linked Priced Electric Bikesharing	Expansion	SF-110037	3	Proposed	2,952			1,504	4,456
SF	SFMTA	Local Rd	Implement Parkmerced Street Network	Expansion	SF-130002	1	Proposed	47,960				47,960
SF	SFMTA	Local Rd	SF Downtown Parking Pricing	SystMgmt	SF-070040	1	Proposed	4,705			41,820	46,525
SF	SFMTA	Local Rd	San Francisco - Various Pedestrian Signal Upgrades	SystMgmt	SF-090029	7	Proposed	223			244	466
SF	SFMTA	Local Rd	Church and Duboce Bike/Ped Enhancements	SystMgmt	SF-090041	5	Proposed	86			388	474
SF	SFMTA	Local Rd	Sunset Boulevard Ped Safety and Education	SystMgmt	SF-090042	7	Proposed	688			611	1,299
SF	SFMTA	Local Rd	Second St Phase 1 - SFgo Signal Rehab and Upgrade	SystMgmt	SF-110008	6	Proposed	311			530	841
SF	SFMTA	Local Rd	SF Ped Safety and Encouragement Campaign	SystMgmt	SF-110039	2	Proposed	149			851	1,000
SF	SFMTA	Local Rd	SF Crosswalk Conversion	SystMgmt	SF-110040	2	Proposed	128			250	378
SF	SFMTA	State Hwy	SFGO-Corridor Management	SystMgmt	SF-070030	1	Proposed	23,921		5,110	25,841	54,871
SF	SFMTA	Transit	SF Muni Third St LRT Phase 2 - New Central Subway	Expansion	SF-010037	2	Proposed	203,675		299,921	1,066,404	1,570,000
SF	SFMTA	Transit	Glen Park Intermodal Facility	Expansion	SF-050039	5	Proposed	855			3,441	4,296
SF	SFMTA	Transit	Historic Streetcar Extension to Fort Mason	Expansion	SF-070003	4	Proposed	1,500				1,500
SF	SFMTA	Transit	Additional Light Rail Vehicles to Expand Muni Rail	Expansion	SF-090012	3	Proposed	44,473				44,473
SF	SFMTA	Transit	Geneva/Harney Limited/Express Bus Service	Expansion	SF-090013	3	Proposed	28,000				28,000
SF	SFMTA	Transit	Transit Center in Hunters Point	Expansion	SF-090016	3	Proposed	22,000				22,000
SF	SFMTA	Transit	Express/Ltd Bus Service into Hunters Point (north)	Expansion	SF-090017	4	Proposed	21,800				21,800
SF	SFMTA	Transit	Oakdale-Palou Interim High-Capacity Bus Corridor	Expansion	SF-090018	3	Proposed	22,000				22,000
SF	SFMTA	Transit	Extended Trolleybus Service into Hunters Point	Expansion	SF-090019	4	Proposed	51,000				51,000
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Geneva Extn	Expansion	SF-090020	3	Proposed	34,000				34,000
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Geneva Portio	Expansion	SF-090021	3	Proposed	53,000				53,000
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Harney Portio	Expansion	SF-090023	3	Proposed	80,910				80,910
SF	SFMTA	Transit	Phelan Loop Pedestrian and Street Beautification	Expansion	SF-090037	7	Proposed	2,180			8,516	10,696
SF	SFMTA	Transit	19th Ave. & Parkmerced M-Line Realignment	Expansion	SF-130003	1	Proposed	80,940				80,940
SF	SFMTA	Transit	Misc Security Improvements & Graffiti Prevention	Maint/Rehab	SF-030004	9	Proposed	3,368	669	7,211	15,209	26,456
SF	SFMTA	Transit	SFMTA Wayside Fare Collection Equipment	Maint/Rehab	SF-030013	1	Proposed	7,701	512	1,000	29,603	38,816
SF	SFMTA	Transit	SFMTA Train Control & Trolley Signal Rehab/Replace	Maint/Rehab	SF-050024	1	Proposed	11,028	730	6,000	35,262	53,020

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SF	SFMTA	Transit	SFMTA: Escalator Rehabilitation	Maint/Rehab	SF-050026	9	Proposed	6,440			13,850	20,290
SF	SFMTA	Transit	Light Rail Vehicle Overhaul Program	Maint/Rehab	SF-050034	8	Proposed	16,381	1,335	8,900	25,689	52,305
SF	SFMTA	Transit	Central Control - Facility Replacement	Maint/Rehab	SF-070007	5	Proposed	7,690		1,700	3,357	12,747
SF	SFMTA	Transit	SFMTA: Trolley Coach Replacement	Maint/Rehab	SF-070045	1	Proposed	31,146	2,350		94,722	128,218
SF	SFMTA	Transit	SFMTA: Rehab 170 Neoplans	Maint/Rehab	SF-070046	7	Proposed	2,400	1,258		14,632	18,290
SF	SFMTA	Transit	SF Muni - Preventive Maintenance	Maint/Rehab	SF-090031	6	Proposed	1,958			13,135	15,093
SF	SFMTA	Transit	SFMTA: Paratransit Vehicle Replacements	Maint/Rehab	SF-090035	5	Proposed	3,042			6,316	9,358
SF	SFMTA	Transit	SFMTA: Replace 45 NABI Motor Coaches & 17 Gilligs	Maint/Rehab	SF-090043	6	Proposed	22,487			39,206	61,693
SF	SFMTA	Transit	SFMTA Transportation Asset Management System	Maint/Rehab	SF-110010	2	Proposed	2,200			8,800	11,000
SF	SFMTA	Transit	SFMTA: Replace 58 40' Neoplan Buses	Maint/Rehab	SF-110050	2	Proposed	8,278			33,111	41,389
SF	SFMTA	Transit	SFMTA: Replace 26 60' Neoplan Buses	Maint/Rehab	SF-110051	2	Proposed	5,215			20,859	26,073
SF	SFMTA	Transit	SF Muni Rail Replacement Program	Maint/Rehab	SF-95037B	1	Proposed	48,261	2,091	4,000	168,795	223,147
SF	SFMTA	Transit	SFMTA: Cable Car Vehicle Renovation Program	Maint/Rehab	SF-970073	2	Proposed	3,320	2,168	125	16,741	22,355
SF	SFMTA	Transit	SFMTA: Trolley Overhead Recon. Program	Maint/Rehab	SF-970170	2	Proposed	17,635	7,019	6,183	113,466	144,303
SF	SFMTA	Transit	Islais Creek Motor Coach Facility	Maint/Rehab	SF-990004	1	Proposed	53,371	400	4,458	62,756	120,985
SF	SFMTA	Transit	Cable Car Traction Power & Guideway Rehab	Maint/Rehab	SF-99T002	1	Proposed	16,356	1,007		50,877	68,240
SF	SFMTA	Transit	SFMTA: Historic Rail Car rehabilitation	Maint/Rehab	SF-99T005	2	Proposed	16,814	10,000		60,580	87,394
SF	SFMTA	Transit	SFMTA - Free Muni for Youth Program	Operations	SF-110052	2	Proposed	1,807				1,807
SF	SFMTA	Transit	SFMTA: ADA Paratransit operating support	Operations	SF-990022	1	Proposed	150,156			56,826	206,983
SF	SFMTA	Transit	SFMTA: TEP Capital Implementation Program	SystMgmt	SF-090032	5	Proposed	2,725			4,899	7,624
SF	SFMTA	Transit	San Francisco Market & Haight St.Transit/Ped Imps	SystMgmt	SF-110016	5	Proposed	824			3,748	4,572
SF	SFMTA	Transit	SFMTA: N-Judah Customer First Program	SystMgmt	SF-110042	5	Proposed	716			5,384	6,100
SF	SFMTA	Transit	SFMTA: Mission Customer First Program	SystMgmt	SF-110043	5	Proposed			5,057	5,383	10,440
SF	SFMTA	Transit	SFMTA: 8X Customer First Program	SystMgmt	SF-110045	2	Proposed			5,285	6,352	11,637
SF	SFMTA	Transit	Global Positioning System	SystMgmt	SF-990003	1	Proposed	5,554	11,283		12,089	28,927
SF	TBJPA	Transit	Transbay Term/Caltrain Downtown Ext - Ph.1	Expansion	SF-010015	1	Proposed	588,181	204,400	160,153	636,042	1,588,776
SF	TBJPA	Transit	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	Expansion	SF-050002	7	Proposed	2,210,587	6,984		378,240	2,595,811
SF	TBJPA	Transit	Transbay Transit Center - TIFIA Loan Debt Service	Expansion	SF-070029	5	Proposed	1,075,061				1,075,061
SF	WETA	Transit	WETA: Replace Ferry Vessels	Maint/Rehab	SF-110053	2	Proposed	4,348			17,392	21,740
Totals for San Francisco County								7,220,408	255,356	2,716,670	3,706,439	13,898,873

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SM	BART	Transit	BART: Preventive Maintenance	Maint/Rehab	SM-050005	9	Proposed	5,472			27,742	33,214
SM	BART	Transit	Daly City BART Station Improvements	SystMgmt	SM-070030	6	Proposed	390		900		1,290
SM	Brisbane	Local Rd	Bayshore Corridor North South Bikeway	Expansion	SM-090041	3	Proposed				803	803
SM	Brisbane	State Hwy	US 101/Candlestick Interchange	SystMgmt	SM-090004	3	Proposed	13,890				13,890
SM	CCAG	Local Rd	San Mateo Countywide ITS Improvements	SystMgmt	SM-070002	7	Proposed				4,298	4,298
SM	CCAG	Local Rd	San Mateo County Traffic Incident Management	SystMgmt	SM-070037	1	Proposed	4,450		21,000	2,082	27,532
SM	CCAG	Local Rd	San Mateo County SR2S Program	SystMgmt	SM-110022	4	Proposed	1,273			3,334	4,607
SM	CCAG	State Hwy	Dumbarton Bridge to US101 Connection Study	SystMgmt	SM-070029	6	Proposed	100			378	478
SM	Caltrain	Transit	Caltrain South Terminal Phase II and III	Expansion	SM-070008	5	Proposed	300		14,000	1,200	15,500
SM	Caltrain	Transit	San Mateo Bridges Replacement	Maint/Rehab	SM-010054	1	Proposed	12,248		24,695		36,943
SM	Caltrain	Transit	Narrow Banding Project	Maint/Rehab	SM-090001	3	Proposed	2,153			440	2,593
SM	Caltrain	Transit	Caltrain: ADA Operating Set-aside	Operations	SM-050040	1	Proposed	1,462			79	1,542
SM	Caltrain	Transit	Caltrain: Systemwide Security	SystMgmt	SM-030010	1	Proposed	1,517		5,635	9,000	16,152
SM	Caltrain	Transit	VMS-PA Systems Integration	SystMgmt	SM-070032	4	Proposed	220			880	1,100
SM	Caltrain	Transit	Caltrain Grade Separation Program	SystMgmt	SM-090021	3	Proposed	84,452		36,779	25,818	147,050
SM	Caltrans	State Hwy	US 101 Auxiliary Lanes - 3rd to Millbrae	Expansion	SM-010031	1	Proposed	117,706		67,703	2,831	188,240
SM	Caltrans	State Hwy	US 101 Auxiliary Lanes - Marsh Road to SCL County	Expansion	SM-030001	1	Proposed	32,145		73,436	1,642	107,223
SM	Caltrans	State Hwy	US 101 / Broadway Interchange Improvement	Expansion	SM-050028	9	Proposed	52,997			26,831	79,828
SM	Caltrans	State Hwy	SR 1 Devils Slide Bypass	Maint/Rehab	SM-979013	1	Proposed	750			504,143	504,893
SM	Caltrans	State Hwy	San Mateo County: Install TMS Elements	SystMgmt	SM-090023	4	Proposed			458	1,705	2,163
SM	Caltrans	State Hwy	I-280 Wildlife Connectivity Research	SystMgmt	SM-110004	3	Proposed	86			382	468
SM	Daly City	Local Rd	Daly City - Citywide Accessibility Improvements	Expansion	SM-110009	2	Proposed	100			420	520
SM	Daly City	State Hwy	SR 82 Daly City-Mission St. Pedestrian Imps.- Ph I	SystMgmt	SM-050046	1	Proposed	324			2,308	2,632
SM	East Palo Alto	Local Rd	US 101 University Ave Overpass Bike/Ped Facility	Expansion	SM-070006	5	Proposed	512			1,887	2,399
SM	East Palo Alto	Local Rd	Bay Rd Improvement Phase II & III	Maint/Rehab	SM-070004	6	Proposed	2,377			9,503	11,880
SM	Foster City	Local Rd	Foster City - Triton Drive Widening	Expansion	SM-090005	4	Proposed	800				800
SM	Foster City	State Hwy	State Route 92/Chess Drive - Ramp Widening Project	Expansion	SM-090006	3	Proposed	2,470				2,470
SM	Half Moon Bay	State Hwy	Route 1 improvements in Half Moon Bay	Expansion	SM-090015	5	Proposed	7,050				7,050
SM	Half Moon Bay	State Hwy	Highway 1 Bicycle/Pedestrian Trail	SystMgmt	SM-110027	2	Proposed	175			420	595
SM	MTC	Local Rd	Regional Planning Activities and PPM - San Mateo	SystMgmt	SM-090024	1	Proposed	666		1,963	6,923	9,552
SM	MTC	Local Rd	Local PDA Planning - San Mateo	SystMgmt	SM-110067	2	Proposed	209			1,608	1,817
SM	MTC	Tollway	Dumbarton Bridge Seismic Retrofit	Maint/Rehab	SM-130001	1	Proposed		33,600			33,600
SM	Menlo Park	Local Rd	Menlo Park 2010/11 Resurfacing of Federal Aid Rtes	Maint/Rehab	SM-110014	2	Proposed	65			385	450
SM	Millbrae	Local Rd	US 101 Millbrae Ave Bike/Ped Bridge	Expansion	SM-050053	6	Proposed	11,550			912	12,462
SM	Pacifica	Local Rd	FY 2014-15 Linda Mar Boulevard Pavement Rehab	Maint/Rehab	SM-110073	2	Proposed	106			431	537
SM	Pacifica	State Hwy	SR 1 - Fassler to West Port Drive Widening	Expansion	SM-050001	6	Proposed	43,650		6,900		50,550
SM	Pacifica	State Hwy	SR1 San Pedro Creek Bridge Replacement	Maint/Rehab	SM-050052	1	Proposed	5,359			7,391	12,750
SM	Redwood City	Local Rd	Blomquist Street Extension	Expansion	SM-090007	3	Proposed	5,000				5,000

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SM	Redwood City	Local Rd	Bair Island Bay Trail Facility and Improvements	Expansion	SM-110025	2	Proposed	94			337	431
SM	Redwood City	Local Rd	Middlefield Rd and Woodside Rd Intersection Improv	Expansion	SM-110065	2	Proposed	85			340	425
SM	SMCTA	Local Rd	Woodside Road Widening - El Camino to Broadway	Expansion	SM-090011	5	Proposed	2,600				2,600
SM	SMCTA	State Hwy	SR 92 Shoulder Widening & Curve Correction	Expansion	SM-010002	1	Proposed	5,300				5,300
SM	SMCTA	State Hwy	US 101 / Woodside Interchange Improvement	Expansion	SM-050027	6	Proposed	50,300				50,300
SM	SMCTA	State Hwy	Construct WB lane on Rte 92	Expansion	SM-090003	3	Proposed	20,800				20,800
SM	SMCTA	State Hwy	US 101 Aux lanes from Sierra Point to SF Cnty Line	Expansion	SM-090009	3	Proposed	6,600				6,600
SM	SMCTA	State Hwy	Improve Rte 92 from SM Bridge to I-280	Expansion	SM-090013	3	Proposed	35,200				35,200
SM	SMCTA	State Hwy	US 101 / Willow Road Interchange Reconstruction	Maint/Rehab	SM-010047	1	Proposed	7,000		27,480	1,471	35,951
SM	SMCTA	State Hwy	I-280/Route 1 interchange safety improvements	SystMgmt	SM-090010	4	Proposed	20,100				20,100
SM	SMCTA	State Hwy	Improve US 101 operations near Rte 92	SystMgmt	SM-090014	4	Proposed	24,000			2,411	26,411
SM	SMCTA	Transit	Dumbarton Rail Service (PE and ROW only)	Expansion	SM-050002	6	Proposed	257,136	44,000			301,136
SM	SSF	Local Rd	South San Francisco: Regional Gap Closure Project	Expansion	SM-110023	2	Proposed	81			261	342
SM	SSF	State Hwy	Utah Avenue (Produce Avenue) Overcrossing	Expansion	SM-110003	2	Proposed	15,970				15,970
SM	SamTrans	Local Rd	Making the Last Mile Connection TDM Program	SystMgmt	SM-110005	2	Proposed	331			1,487	1,818
SM	SamTrans	State Hwy	SR 82 - El Camino Real Grand Boulevard Initiative	SystMgmt	SM-050051	1	Proposed	1,396			3,103	4,499
SM	SamTrans	Transit	SAMTRANS: Preventive Maintenance	Maint/Rehab	SM-030023	2	Proposed	8,048	79		46,364	54,492
SM	SamTrans	Transit	Facility/Equipment Rehabilitation/Replacement	Maint/Rehab	SM-070049	9	Proposed	247			986	1,233
SM	SamTrans	Transit	Samtrans - Replace 62 1998 Gillig Buses	Maint/Rehab	SM-110062	4	Proposed	5,505		7,778	22,347	35,630
SM	SamTrans	Transit	SamTrans - Replacement of Articulated Bus Fleet	Maint/Rehab	SM-110068	3	Proposed	20,000		4,876		24,876
SM	SamTrans	Transit	Replacement of 19 2007 Cutaway Buses	Maint/Rehab	SM-110069	2	Proposed	83		376	1,838	2,297
SM	SamTrans	Transit	SAMTRANS: Replacement of 14 2009 Minivans	Maint/Rehab	SM-110070	2	Proposed	95		79	620	793
SM	SamTrans	Transit	SAMTRANS: ADA Paratransit Operating Subsidy.	Operations	SM-990026	2	Proposed	1,445			5,775	7,221
SM	SamTrans	Transit	GBI: Removing Barriers to Livable Communities	SystMgmt	SM-110006	3	Proposed	300			1,097	1,397
SM	SamTrans	Transit	SAMTRANS: Advanced Communication System	SystMgmt	SM-110053	5	Proposed	101		2,286	10,868	13,254
SM	SamTrans	Transit	Reconfiguration of San Carlos Transit Center	SystMgmt	SM-110054	3	Proposed	818		666	3,500	4,984
SM	San Bruno	Local Rd	San Bruno Street Medians and Grand Blvd Imps	SystMgmt	SM-110011	2	Proposed	184			654	838
SM	San Bruno	Local Rd	San Bruno Transit Corridor Ped Connection Imps	SystMgmt	SM-110012	2	Proposed	75			263	338
SM	San Bruno	State Hwy	SR 82 El Camino Real: Grand Boulevard Initiative	SystMgmt	SM-070031	8	Proposed	300			779	1,079
SM	San Carlos	Local Rd	East Side Community Transit Connectivity Imps	Expansion	SM-110028	2	Proposed	124		426	2,221	2,771
SM	San Carlos	Local Rd	San Carlos Pavement Rehab Program	Maint/Rehab	SM-110019	2	Proposed	211			319	530
SM	San Carlos	State Hwy	US101/Holly Interchange modification	SystMgmt	SM-090008	3	Proposed	6,600				6,600
SM	San Mateo	Local Rd	Delaware Street Bike Lane and Streetscape	Expansion	SM-110007	3	Proposed	600			605	1,205
SM	San Mateo	Local Rd	Smart Corridor Initial Implementation Project	Operations	SM-090054	3	Proposed	940			1,000	1,940
SM	San Mateo	Local Rd	North Central Pedestrian Improvement Program	SystMgmt	SM-110064	2	Proposed	85			340	425
SM	San Mateo	State Hwy	El Camino Real Phase I Improvement	SystMgmt	SM-110010	4	Proposed	317			785	1,102
SM	San Mateo	State Hwy	SR92/El Camino Real (SR82) Ramp Modifications	SystMgmt	SM-110047	5	Proposed	2,755			7,845	10,600
SM	San Mateo Co	Local Rd	CSRT South of Dam Conversion	Expansion	SM-110024	4	Proposed	601			524	1,125

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SM	San Mateo Co	Local Rd	CSRT South of Hwy 92 Conversion	Expansion	SM-110063	2	Proposed	315			1,091	1,405
SM	San Mateo Co	Local Rd	Resurfacing of Pescadero Creek Road	Maint/Rehab	SM-110035	3	Proposed	140			1,070	1,210
SM	WETA	Transit	WETA: Redwood City Ferry Service	Expansion	SM-110002	2	Proposed	15,000				15,000
Totals for San Mateo County								923,907	77,679	297,435	766,079	2,065,100

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SOL	Benicia	Transit	Military/Southampton & Military/First Intermodal	Expansion	SOL010031	9	Proposed		3,000			3,000
SOL	Benicia	Transit	Benicia Indust. Park Multi-Modal Transit Area Plan	Expansion	SOL110008	2	Proposed		1,250			1,250
SOL	Caltrans	Local Rd	Suisun Valley Rd Bridge Replacement 23C0077	Expansion	SOL050006	1	Proposed	450			2,971	3,421
SOL	Caltrans	State Hwy	I-80 Alamo Creek On-Ramp and Bridge Widening	Expansion	SOL070002	4	Proposed			3,924		3,924
SOL	Caltrans	State Hwy	I-80/I-680 Aux Lanes Improvement Landscaping	SystMgmt	SOL050003	7	Proposed			2,544		2,544
SOL	Caltrans	State Hwy	I-80/I-680 Mitigation Landscaping	SystMgmt	SOL070014	4	Proposed			50		50
SOL	F-S Transit	Transit	Fairfield Transit: 1 Gillig Bus Replacement	Expansion	SOL110041	2	Proposed	141			564	705
SOL	F-S Transit	Transit	Fairfield-Suisun Transit: Operating Assistance	Operations	SOL010006	2	Proposed	18,350			28,246	46,596
SOL	F-S Transit	Transit	Oliver Road Park and Ride	SystMgmt	SOL130001	1	Proposed	1,927				1,927
SOL	FHWA	Local Rd	San Pablo Bay Entrance Rehabilitation	Maint/Rehab	SOL030015	7	Proposed				625	625
SOL	Fairfield	Transit	Fairfield/Vacaville Intermodal Rail Station	Expansion	SOL030002	1	Proposed	1,161	20,996	14,135	3,308	39,600
SOL	Fairfield	Transit	Fairfield Transportation Center - Phase 3	Expansion	SOL110007	2	Proposed		7,750		773	8,523
SOL	Fairfield	Transit	Fairfield - Fareboxes Purchase & Implementation	Maint/Rehab	SOL090008	3	Proposed				172	172
SOL	Fairfield	Transit	Transit Vehicle Replacement	Maint/Rehab	SOL110027	4	Proposed	998		849	1,981	3,829
SOL	MTC	Local Rd	Regional Planning Activities and PPM - Solano	SystMgmt	SOL090006	1	Proposed	672		1,636	5,927	8,235
SOL	MTC	Local Rd	Local PDA Planning - Solano	SystMgmt	SOL110039	3	Proposed	139			1,066	1,205
SOL	MTC	State Hwy	I-80 Express Lanes (Vacaville)	Expansion	SOL110001	2	Proposed	138,400		600		139,000
SOL	MTC	State Hwy	I-80 HOV conversion to Express Lanes (Fairfield)	Expansion	SOL110002	2	Proposed	20,500		500		21,000
SOL	STA	Local Rd	Jepson: Vanden Road from Peabody to Leisure Town	Expansion	SOL110003	5	Proposed	1,833		24,937	530	27,300
SOL	STA	Local Rd	Jepson: Walters Rd Ext - Peabody Rd Widening	Expansion	SOL110004	3	Proposed	12,801		630		13,431
SOL	STA	Local Rd	Jepson: Leisure Town Road from Vanden to Elmira	Expansion	SOL110005	5	Proposed	3,781		491	17,608	21,880
SOL	STA	Local Rd	Jepson: Leisure Town Road from Elmira to Orange	Expansion	SOL110006	3	Proposed	3,503		8,500	185	12,188
SOL	STA	Local Rd	Dixon West B. St Bike/Pedestrian Undercrossing	Expansion	SOL110024	5	Proposed	2,251			4,524	6,775
SOL	STA	Local Rd	Solano Safe Routes to School Program	SystMgmt	SOL110019	5	Proposed	20			1,011	1,031
SOL	STA	State Hwy	I-80/I-680/SR 12 Interchange Project	Expansion	SOL070020	7	Proposed	579,691	52,261	85,968		717,920
SOL	STA	State Hwy	EB I-80 Cordelia Truck Scales Relocation Project	Expansion	SOL090003	5	Proposed		25,200	73,683		98,883
SOL	STA	Transit	Eastern Solano / SNCI Rideshare Program	SystMgmt	SOL110020	2	Proposed	58			445	503
SOL	SolTrans	Transit	SolTrans: Preventive Maintenance	Maint/Rehab	SOL070032	7	Proposed	135			1,021	1,156
SOL	SolTrans	Transit	SolTrans: AVL Technology	Maint/Rehab	SOL090028	5	Proposed	432			1,728	2,160
SOL	SolTrans	Transit	SolTrans: Bus Maintenance Facility Renovation	Maint/Rehab	SOL090033	5	Proposed	300			1,200	1,500
SOL	SolTrans	Transit	Bus Replacement (Alternative Fuel)	Maint/Rehab	SOL090034	6	Proposed			1,559	531	2,090
SOL	SolTrans	Transit	SolTrans: ADA Paratransit Operating Subsidy	Operations	SOL110025	4	Proposed	483			1,934	2,417
SOL	SolTrans	Transit	SolTrans: Capital Maintenance - Fuel	Operations	SOL110033	2	Proposed	81			321	401
SOL	SolTrans	Transit	SolTrans: Operating Assistance	Operations	SOL110040	2	Proposed	11,385			8,527	19,912
SOL	SolTrans	Transit	SolTrans: Technology Enhancements	SystMgmt	SOL110038	2	Proposed	75			301	376
SOL	Solano County	Local Rd	Cordelia Hills Sky Valley	Expansion	SOL070012	7	Proposed	590			2,160	2,750
SOL	Solano County	Local Rd	Travis AFB: South Gate Improvement Project	Expansion	SOL070021	1	Proposed	509			2,038	2,547
SOL	Solano County	Local Rd	Roadway Preservation in Solano County	Maint/Rehab	SOL110036	2	Proposed	266			1,094	1,360

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SOL	Solano County	Local Rd	Vacaville-Dixon Bicycle Route (Phase 5)	SystMgmt	SOL090035	4	Proposed	292			555	847
SOL	Solano County	State Hwy	Redwood-Fairgrounds Dr Interchange Imps (Study)	Expansion	SOL090015	4	Proposed	322			1,287	1,609
SOL	Suisun City	Local Rd	Grizzly Island Trail - Phase 1	Expansion	SOL110012	4	Proposed	150		900	1,114	2,164
SOL	Vacaville	Local Rd	Ulatis Creek Bike Path - Ulatis to Leisure Town	Expansion	SOL070026	4	Proposed	224			847	1,071
SOL	Vacaville	Local Rd	Vacaville 2014 Street Preservation	Maint/Rehab	SOL110043	2	Proposed	220			1,231	1,451
SOL	Vacaville	Local Rd	Vacaville Transit - Curb Ramps	SystMgmt	SOL110034	2	Proposed	10			40	50
SOL	Vacaville	State Hwy	I-505/Vaca Valley Off-Ramp and Intersection Imprv.	Operations	SOL090001	3	Proposed	1,540				1,540
SOL	Vacaville	Transit	Vacaville Intermodal Station - Phase 2	Expansion	SOL110009	2	Proposed	11,327			1,950	13,277
SOL	Vacaville	Transit	Vacaville Transit : Procure 3 Fixed Route Buses	Expansion	SOL110042	2	Proposed	385			1,401	1,785
SOL	Vacaville	Transit	Vacaville: Purchase bus shelters	Maint/Rehab	SOL97AM70	1	Proposed	169			713	882
SOL	Vacaville	Transit	Purchase Transit Equipment - Fareboxes and Tools	Maint/Rehab	SOL991099	1	Proposed	102			321	423
SOL	Vacaville	Transit	Vacaville Transit: Operating Assistance	Operations	SOL010007	1	Proposed	6,850			7,694	14,544
SOL	Vacaville	Transit	Vacaville: Bus maintenance facility upgrades	SystMgmt	SOL950024	1	Proposed	563			1,136	1,699
SOL	Vallejo	Local Rd	Vallejo: Downtown Streetscape	SystMgmt	SOL050048	1	Proposed	419			5,541	5,960
SOL	Vallejo	Local Rd	Vallejo Downtown Streetscape - Phase 3	SystMgmt	SOL110035	3	Proposed	622			1,934	2,556
SOL	Vallejo	State Hwy	I-80 / American Canyon Rd overpass Improvements	Expansion	SOL990018	8	Proposed	5,230				5,230
SOL	Vallejo	State Hwy	Sonoma Boulevard Improvements HSIP5-04-031	SystMgmt	SOL110037	2	Proposed	40			311	352
SOL	Vallejo	Transit	Vallejo Curtola Transit Center	Expansion	SOL050012	6	Proposed		11,750			11,750
SOL	Vallejo	Transit	Vallejo Ferry Terminal (Intermodal Station)	Expansion	SOL950035	2	Proposed	14,264	28,984	14,661	21,220	79,130
SOL	WETA	Transit	North Bay Operations and Maintenance Facility	Expansion	SOL991032	2	Proposed	720		25,696	1,778	28,195
Totals for Solano County								844,382	151,192	261,264	139,863	1,396,701

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SON	Caltrans	Local Rd	Replace Laughlin Bridge over Mark West Crk 20C0246	Expansion	SON050001	1	Proposed	165			5,720	5,885
SON	Caltrans	Local Rd	Son 101 HOV - Santa Rosa Bike/Ped Beautification	Expansion	SON050002	6	Proposed			3,350	2,344	5,694
SON	Caltrans	Local Rd	Rehab King Ridge Bridge over Austin Crk 20C0433	Expansion	SON070026	1	Proposed				2,038	2,038
SON	Caltrans	State Hwy	Son 101 HOV - SR 12 to Steele & Steele Lane I/C	Expansion	SON010001	1	Proposed			4,966		4,966
SON	Caltrans	State Hwy	HWY 101 HOV Lane 12/Steele - Follow-up College Ave	Expansion	SON110001	3	Proposed	330		8,850	550	9,730
SON	Caltrans	State Hwy	Son 101 HOV - Rohnert Park Expwy to Santa Rosa Av	Expansion	SON950005	1	Proposed	20,000		69,715		89,715
SON	Caltrans	State Hwy	Watershed Awareness Signs	SystMgmt	SON110002	2	Proposed	21			120	141
SON	Cotati	Local Rd	Downtown Specific Plan Area Revitalization	SystMgmt	SON110007	3	Proposed	950			1,100	2,050
SON	Cotati	Transit	City of Cotati Train Depot	Expansion	SON110015	3	Proposed	2,725			1,716	4,441
SON	FWLS	Local Rd	San Pablo Bay NWR Access Road in Petaluma	Expansion	SON110030	2	Proposed	21,230			2,250	23,480
SON	Healdsburg	Local Rd	Healdsburg Foss Creek Bicycle/Ped Pathway	Expansion	SON050017	1	Proposed	633			3,254	3,888
SON	Healdsburg	Local Rd	Pedestrian Safety and Access Improvements	SystMgmt	SON110054	2	Proposed	52			203	255
SON	MTC	Local Rd	Regional Planning Activities and PPM - Sonoma	SystMgmt	SON090008	1	Proposed	578		2,195	5,625	8,398
SON	MTC	Local Rd	Stewarts Point Rancheria EV Pilot Program	SystMgmt	SON110034	3	Proposed	376				376
SON	MTC	Local Rd	Local PDA Planning - Sonoma	SystMgmt	SON110053	2	Proposed	188			1,447	1,635
SON	NBFS	Transit	Ferry Service to Port Sonoma	Expansion	SON070013	5	Proposed	3,862			19,309	23,171
SON	Petaluma	Local Rd	Sonoma Mountain Parkway Rehabilitation	Maint/Rehab	SON110014	2	Proposed	135			1,036	1,171
SON	Petaluma	Local Rd	Petaluma Boulevard South Road Diet	SystMgmt	SON110006	3	Proposed	177			708	885
SON	Petaluma	Transit	Petaluma Transit: Preventive Maintenance	Maint/Rehab	SON090009	7	Proposed	116			439	554
SON	Petaluma	Transit	Petaluma Paratransit: Replace 2 Vans	Maint/Rehab	SON090029	3	Proposed	45			181	226
SON	Petaluma	Transit	Petaluma Transit: Electronic Fareboxes	Maint/Rehab	SON090030	3	Proposed	30			120	150
SON	Petaluma	Transit	Petaluma Transit Maintenance Facility Rehab: Ph 1	Maint/Rehab	SON110004	2	Proposed	150			600	750
SON	Petaluma	Transit	Petaluma Transit Maintenance Facility Rehab: Ph 2	Maint/Rehab	SON110033	2	Proposed	200			800	1,000
SON	Petaluma	Transit	Petaluma: Replace 2 Paratransit Cutaways FY13	Maint/Rehab	SON110051	2	Proposed	33			134	167
SON	Petaluma	Transit	Petaluma: Replace 2 Paratransit Cutaways FY14	Maint/Rehab	SON110052	2	Proposed	34			137	171
SON	Petaluma	Transit	Petaluma Transit - Communications Equipment	SystMgmt	SON110032	2	Proposed	12			46	58
SON	Rohnert Park	Local Rd	Copeland Creek Bike Path Reconstruction	Maint/Rehab	SON090032	5	Proposed	70			670	740
SON	SMART	Transit	Sonoma Marin Area Rail Corridor	Expansion	SON090002	1	Proposed	389,022	38,249	79,172	25,337	531,780
SON	Santa Rosa	Local Rd	SMART Bicycle and Pedestrian Path	Expansion	SON110017	2	Proposed	318			948	1,266
SON	Santa Rosa	Local Rd	Chanate Rd Pedestrian and Transit Improvements	SystMgmt	SON110018	2	Proposed	588			1,045	1,633
SON	SantaRosa Bus	Transit	Hybrid Electric Bus Purchase (Replacement)	Maint/Rehab	SON070020	1	Proposed	876			2,704	3,579
SON	SantaRosa Bus	Transit	Santa Rosa CityBus: Preventative Maintenance	Maint/Rehab	SON090024	1	Proposed	2,066			7,859	9,926
SON	SantaRosa Bus	Transit	Santa Rosa City Bus: Fast-fill CNG Fueling Station	Maint/Rehab	SON110047	2	Proposed	2,760				2,760
SON	SantaRosa Bus	Transit	Santa Rosa CityBus: Operating Assistance	Operations	SON090023	8	Proposed	8,654			8,654	17,308
SON	SantaRosa Bus	Transit	SR City Bus - Capital Maintenance - Fuel	Operations	SON110045	2	Proposed	102			410	512
SON	SantaRosa Bus	Transit	Santa Rosa City Bus: Transit Enhancements	SystMgmt	SON030012	2	Proposed	90			326	415
SON	SantaRosa Bus	Transit	Downtown Transit Mall Connectivity Improvements	SystMgmt	SON070012	6	Proposed	722			1,736	2,458
SON	SantaRosa Bus	Transit	Automated Vehicle Location System	SystMgmt	SON090007	4	Proposed	150			888	1,038

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SON	Son Co Reg Park	Local Rd	Bodega Bay Trail Segments 1B and 1C	Expansion	SON070008	5	Proposed	817				817
SON	Son Co Reg Park	Local Rd	Central Sonoma Valley Trail	Expansion	SON110050	2	Proposed	125			500	625
SON	Son Co Reg Park	Land/Trails	SMART Trail-Hearn Avenue to Joe Rodota Trail	Expansion	SON110013	3	Proposed	502			620	1,122
SON	Son Co TA	Local Rd	Improve U.S. 101/Old Redwood Highway interchange	Expansion	SON090003	3	Proposed	32,240		4,609		36,849
SON	Son Co TA	State Hwy	Son 101 HOV - Steele Lane to Windsor (North)	Expansion	SON010019	1	Proposed	26,000		91,260	5,039	122,299
SON	Son Co TA	State Hwy	Son 101 HOV - Redwood Hwy to Rohnert Park Expwy	Expansion	SON010024	1	Proposed	26,390		108,562		134,952
SON	Son Co TA	State Hwy	US 101/East Washington I/C Reconfiguration	Expansion	SON050015	9	Proposed	7,970		1,600	11,818	21,388
SON	Son Co TA	State Hwy	US 101 Marin/Sonoma Narrows (Sonoma)	Expansion	SON070004	1	Proposed	262,817		102,721	7,162	372,700
SON	Son Co TA	State Hwy	US 101 Airport I/C (North B)	SystMgmt	SON090005	4	Proposed	18,700		24,108		42,808
SON	Son Co Transit	Transit	Sonoma Co Transit :Preventive Maintenance Program	Maint/Rehab	SON030005	2	Proposed	3,179			9,722	12,902
SON	Son Co Transit	Transit	Sonoma County Transit: Replacement Bus Purchase	Maint/Rehab	SON070024	1	Proposed	1,101			2,580	3,682
SON	Son Co Transit	Transit	Sonoma County Transit: Bus Yard Rehab.	Maint/Rehab	SON110003	2	Proposed	115			460	575
SON	Son Co Transit	Transit	Sonoma County Transit: Replacement Bus Purchase	Maint/Rehab	SON110049	2	Proposed	722			468	1,190
SON	Son Co Transit	Transit	Sonoma County Transit: Bus Stop Improvement	SystMgmt	SON050021	1	Proposed	26			93	119
SON	Sonoma County	Local Rd	Replace Geysers Bridge over Sulpher Crk 20C0005	Expansion	SON090001	9	Proposed	103			5,897	6,000
SON	Sonoma County	Local Rd	Replace Chalk Hill Bridge over Maacama Crk 20C0242	Expansion	SON090025	8	Proposed				6,773	6,773
SON	Sonoma County	Local Rd	Replace Lambert Bridge over Dry Creek 20C0248	Expansion	SON090026	7	Proposed	57		574	5,069	5,700
SON	Sonoma County	Local Rd	Replace West Dry Creek Bridge over Pena Ck 20C0407	Expansion	SON090027	7	Proposed				5,650	5,650
SON	Sonoma County	Local Rd	Replace Bohan Dillon Bridge over Gualala 20C0435	Expansion	SON110024	5	Proposed				1,970	1,970
SON	Sonoma County	Local Rd	Replace Hauser Bridge over Gualala River 20C0240	Expansion	SON110025	4	Proposed				2,969	2,969
SON	Sonoma County	Local Rd	Replace Freestone Flat Bridge over Salmon 20C0440	Expansion	SON110026	5	Proposed				3,256	3,256
SON	Sonoma County	Local Rd	2011/12 Asphalt Overlay Program	Maint/Rehab	SON110028	2	Proposed	528			3,917	4,445
SON	Sonoma County	Local Rd	Countywide Safe Routes to Schools Program	SystMgmt	SON110016	4	Proposed	134			1,034	1,168
SON	Windsor	Local Rd	Windsor - Old Redwood Hwy Pedestrian Linkages	Expansion	SON070005	7	Proposed	90			313	403
SON	Windsor	Local Rd	ORH at Lakewood Dr. Bike and Ped Facilities	Expansion	SON110044	2	Proposed	170			609	779
SON	Windsor	Local Rd	Hembree Lane Resurfacing	Maint/Rehab	SON110012	2	Proposed	84			348	432
Totals for Sonoma County								839,334	38,249	501,682	176,721	1,555,985
Report Totals								24,780,71	2,366,899	14,175,38	10,551,71	51,874,717

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	Alameda County													
ALA	AC Transit	Transit	AC Transit Facilities Upgrade	Maint/Rehab	ALA010034	31,520	12,500							44,020
ALA	AC Transit	Transit	Enhanced Bus - Telegraph/Intl/East 14th	Expansion	ALA050017	112,503	3,750	83,893	5,000					205,145
ALA	AC Transit	Transit	Transit Security Project	SystMgmt	ALA050064	23,653	2,148	2,148	2,148	2,148	2,148	2,148		34,395
ALA	AC Transit	Transit	Zero Emission Bus Advanced Demonstration	SystMgmt	ALA070046	40,300							21,543	61,843
ALA	AC Transit	Transit	AC Transit State of Good Repair Program	Maint/Rehab	ALA110008	7,403								7,403
ALA	AC Transit	Transit	AC Transit: Procure (23) 60' Articulated Buses	Maint/Rehab	ALA110091		18,207							18,207
ALA	AC Transit	Transit	AC Transit: Procure (38) 40-ft Urban Buses	Maint/Rehab	ALA110092	17,815								17,815
ALA	AC Transit	Transit	AC Transit: Replace 16 40' Suburban Buses	Maint/Rehab	ALA110093		7,937							7,937
ALA	AC Transit	Transit	AC Transit: Line 51 Corridor	SystMgmt	ALA110100		10,516							10,516
ALA	AC Transit	Transit	San Leandro BART - Transit Access Improvements	SystMgmt	ALA110105		3,929							3,929
ALA	AC Transit	Transit	Farebox Replacement	Maint/Rehab	ALA110106		9,375							9,375
ALA	AC Transit	Transit	AC Transit: Bus Diesel Particulate Filters	Maint/Rehab	ALA110116		1,590							1,590
ALA	AC Transit	Transit	AC Transit: Procure (28) 40-ft Urban Buses	Maint/Rehab	ALA110117			15,350						15,350
ALA	AC Transit	Transit	AC Transit: Procure (40) 40-ft Urban Buses	Maint/Rehab	ALA110118			21,929						21,929
ALA	AC Transit	Transit	AC Transit: Spectrum Ridership Growth	SystMgmt	ALA110119			2,036						2,036
ALA	AC Transit	Transit	AC Transit: Replace 27 40' Urban Buses	Maint/Rehab	ALA110123		13,037							13,037
ALA	AC Transit	Transit	AC Transit: Replace 38 40' Suburban Buses	Maint/Rehab	ALA110124			19,400						19,400
ALA	AC Transit	Transit	AC Transit: Procure (27) 60' Artic Hybrid Buses	Maint/Rehab	ALA130002		29,700							29,700
ALA	AC Transit	Transit	AC Transit Paratransit Van Depreciation	Maint/Rehab	ALA990052	13,088	1,792	1,792						16,671
ALA	AC Transit	Transit	AC Transit: ADA Paratransit Assistance	Operations	ALA990076	93,237	4,917	4,984						103,138
ALA	AC Transit	Transit	AC Transit: Preventive Maintenance Program	Maint/Rehab	ALA991070	392,438								392,438
ALA	ACTC	State Hwy	I-580 (TriValley) Right of Way Preservation	Expansion	ALA050006	9,700								9,700
ALA	ACTC	State Hwy	SR 84 Expressway Widening	Expansion	ALA050014	49,510		39,919						126,459
ALA	ACTC	State Hwy	I-880 North Safety Improvements	Maint/Rehab	ALA050019	16,847	81,065							97,912
ALA	ACTC	State Hwy	I-580 (TriValley) Corridor - WB HOV & Connectors	Expansion	ALA070018	126,661	10,158							136,819
ALA	ACTC	State Hwy	I-580 (TriValley) Corridor - EB HOV/HOT Lanes	Expansion	ALA070020	177,140	3,650							180,790
ALA	ACTC	State Hwy	I-80 Integrated Corridor Mobility Project	SystMgmt	ALA070041	92,855								92,855
ALA	ACTC	State Hwy	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	Expansion	ALA070042	110,719	4,955	905						116,579
ALA	ACTC	State Hwy	I-580 HOT Corridor Project	SystMgmt	ALA090004	9,290		7,740						17,030
ALA	ACTC	State Hwy	Truck Parking Facilities in North County (Phase I)	SystMgmt	ALA090018		1,000		1,000					2,000
ALA	ACTC	State Hwy	Corridor Mobility Program & Adaptive Ramp	SystMgmt	ALA090019				146					47,000
ALA	ACTC	State Hwy	I-580 WB Auxiliary Lane, First to Isabel	Expansion	ALA090025	1,000								1,000
ALA	ACTC	State Hwy	I-580 Landscaping in the City of San Leandro	SystMgmt	ALA090067	350								350
ALA	ACTC	State Hwy	I-880/Industrial Parkway West Interchange	Expansion	ALA110002		2,000						36,000	41,000
ALA	ACTC	State Hwy	I-580 Oakland 14th to Ardley Noise Barriers	SystMgmt	ALA110004	100		1,500						1,600
ALA	ACTC	Local Rd	Bikemobile: Bike Repair and Encouragement	SystMgmt	ALA110009	576								576
ALA	ACTC	Local Rd	Alameda County Safe Routes to School	SystMgmt	ALA110033	2,958		6,409						9,367

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ALA	ACTC	Local Rd	Alameda County SR2S Local	Expansion	ALA110098	1,300								1,300
ALA	ACTC	Transit	ALA-Community-Based Transportation Plan	SystMgmt	ALA110107			594						594
ALA	ACTC	Local Rd	Local PDA Planning - Alameda	SystMgmt	ALA110122		4,411							4,411
ALA	ACTC	State Hwy	East-West Connector in Fremont & Union City	Expansion	ALA978004	88,871			14,300					103,171
ALA	Alameda	Local Rd	City of Alameda - Park St Streetscape	SystMgmt	ALA070022	1,668	827							2,495
ALA	Alameda	Local Rd	Shoreline Dr, Westline Dr and Broadway Bike Lanes	SystMgmt	ALA110085	133		831						963
ALA	Alameda	Local Rd	Tinker Avenue Reconfiguration	Expansion	ALA990054	18,661								18,661
ALA	Alameda	Local Rd	Crow Canyon Safety Improvements	SystMgmt	ALA010003	500	450		1,550					2,500
ALA	Alameda	Local Rd	Alameda: Vasco Road Safety Improvements	Expansion	ALA030002	33,258	600		294	2,000	2,000	2,000	13,000	49,152
ALA	Alameda	Local Rd	Cherryland/Ashland/CastroValley/Fairview	SystMgmt	ALA050035	3,176	2,021	441	400					6,038
ALA	Alameda	Local Rd	Hampton Rd Streetscape	SystMgmt	ALA070040	5,550								5,550
ALA	Alameda	Local Rd	Estuary Bridges Seismic Retrofit and Repairs	Maint/Rehab	ALA090022	2,700			1,300					4,000
ALA	Alameda	Local Rd	Fruitvale Ave Roadway Bridge Retrofit	Maint/Rehab	ALA090023			1,000	500	500	500	500		2,000
ALA	Alameda	Local Rd	Alameda County: Rural Roads Pavement Rehab	Maint/Rehab	ALA090069	2,412								2,412
ALA	Alameda	Local Rd	Alameda Co - Central Unincorporated Pavement	Maint/Rehab	ALA110026	1,279								1,279
ALA	Alameda	Local Rd	E. 14th St/Mission Blvd Streetscape	SystMgmt	ALA991077	3,021		685	2,000					5,706
ALA	Albany	Local Rd	Albany - Buchanan Bicycle and Pedestrian Path	Expansion	ALA110030	2,544								2,544
ALA	BART	Transit	BART - Warm Springs Extension	Expansion	ALA050015	754,497	30,768	35,735	69,000					890,000
ALA	BART	Transit	BART Station Electronic Bike Lockers, Ph. 2	SystMgmt	ALA070051	543								543
ALA	BART	Transit	BART: Fare Collection Equipment	Maint/Rehab	ALA090065	3,175	7,585	7,585						18,345
ALA	BART	Transit	MacArthur BART Plaza Remodel	Maint/Rehab	ALA090068	2,800	1,270							4,070
ALA	BART	Transit	Hayward Shop and Yard Expansion	Expansion	ALA110003	12,000	70,000	40,000						122,000
ALA	BART	Transit	Downtown Berkeley BART Plaza/Transit Area Imps.	SystMgmt	ALA110032	2,257								2,257
ALA	BART	Transit	Enterprise Asset Management	Maint/Rehab	ALA110090		2,500							2,500
ALA	BART	Transit	BART Train Car Accident Repair Project	Maint/Rehab	ALA110121			1,687						1,687
ALA	BART	Transit	BART to Livermore Extension - Develop EIR	Expansion	ALA130007	6,199	8,600							14,799
ALA	BART	Transit	BART Oakland Airport Connector	Expansion	BRT990002	378,300	105,700							484,000
ALA	Berkeley	State Hwy	I-80 Gilman Interchange Reconfiguration	Expansion	ALA050079	1,392	1,000						4,567	6,959
ALA	Berkeley	Local Rd	Berkeley Bike/Ped Overcrossing Site Access Imps	Expansion	ALA090039	929								929
ALA	Berkeley	Local Rd	Berkeley Bay Trail Extension - Segment One	Expansion	ALA090062	2,581								2,581
ALA	Berkeley	Local Rd	City of Berkeley Transportation Action Plan - TDM	SystMgmt	ALA110007	2,260								2,260
ALA	CCJPA	Transit	Capitol Corridor Rail Improvements	Expansion	ALA070016	5,260								5,260
ALA	CCJPA	Transit	Bicycle Lockers at Capitol Corridor Stations	SystMgmt	ALA110115		581							581
ALA	Caltrans	State Hwy	I-680 Sunol Grade NB HOV Lane	Expansion	ALA010014	36,547		375					16,000	52,922
ALA	Caltrans	State Hwy	I-238 Widening Replacement Planting	Expansion	ALA070060	4,059								4,059
ALA	Caltrans	State Hwy	Eastbound Truck Climbing Lane	Expansion	ALA090028	77,400								77,400
ALA	Caltrans	Transit	Environmental Study for ACE Alignment	Expansion	ALA110086	300								300
ALA	Caltrans	Tollway	San Francisco-Oakland Bay Bridge	Maint/Rehab	ALA977038	5,665,800		40,645						5,706,445

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ALA	Caltrans	State Hwy	I-880/SR 262 I/C and HOV lanes	Expansion	ALA978027	131,304								131,304
ALA	Caltrans	Local Rd	Bay Trail (Union City Segment)	Expansion	ALA990091	447	714							1,162
ALA	Caltrans	State Hwy	I-680 Sunol Grade SouthBound HOV Lanes - SCL	Expansion	SCL991077	8,308								8,308
ALA	Dublin	Local Rd	Alamo Canal Regional Trail, I-580 Undercrossing	Expansion	ALA090066	2,651								2,651
ALA	Dublin	Local Rd	Dublin Citywide Street Resurfacing	Maint/Rehab	ALA110024	672								672
ALA	Dublin	Local Rd	West Dublin BART Golden Gate Drive Streetscape	Expansion	ALA110034	1,430	456							1,886
ALA	Dublin	Local Rd	Dougherty Road widening	Expansion	ALA130005			3,260	15,600					18,860
ALA	Dublin	Local Rd	Dublin Boulevard widening	Expansion	ALA130006		400	3,800						4,200
ALA	EB Reg Park Dis	Land/Trails	East Bay Parks Green Transportation Initiative	Expansion	ALA110011	17,810								17,810
ALA	Fremont	Local Rd	Fremont CBD/Midtown Streetscape	SystMgmt	ALA110012	2,101								2,101
ALA	Fremont	Local Rd	Walnut Argonaut Lane Reduction & Roundabout	SystMgmt	ALA110045	67	518							585
ALA	Fremont	Local Rd	Widen Kato Rd from Warren Avenue to Milmont	Expansion	ALA130001	100		50	250				12,290	12,690
ALA	Hayward	State Hwy	Rt 92/Clawiter/Whitesell Interchange	Expansion	ALA090016	10,800				1,900	1,900	1,900	42,300	55,000
ALA	Hayward	State Hwy	I-880 Auxiliary lanes at Industrial Parkway	Expansion	ALA090020					1,760	1,760	1,760		9,800
ALA	Hayward	State Hwy	I-880 NB and SB Auxiliary lanes	Expansion	ALA090021								20,117	23,190
ALA	Hayward	Local Rd	South Hayward BART Area/Dixon Street	SystMgmt	ALA110035	2,315								2,315
ALA	Hayward	Local Rd	Route 238 Corridor Improvement	Expansion	ALA977007	100,500								100,500
ALA	LAVTA	Transit	LAVTA: Preventive Maintenance	Maint/Rehab	ALA030030	9,697	1,749	246						11,692
ALA	LAVTA	Transit	LAVTA Bus Rapid Transit (BRT) System Ph. 1 & 2	Expansion	ALA070021	13,774								13,774
ALA	LAVTA	Transit	LAVTA Rideo Bus Restoration	Maint/Rehab	ALA110005	200								200
ALA	LAVTA	Transit	LAVTA - East Bay Radio Communication System	Maint/Rehab	ALA110095	640								640
ALA	LAVTA	Transit	LAVTA Capital Maintenance-Fuel	Operations	ALA110096	160								160
ALA	LAVTA	Transit	LAVTA: ADA Paratransit Operating Subsidy	Operations	ALA990077	4,517	378	384						5,279
ALA	Livermore	Local Rd	Livermore Village Plaza & Infrastructure	Expansion	ALA110037	300		3,250						3,550
ALA	Livermore	Local Rd	Livermore TOD Study at I-580/SR84	SystMgmt	ALA110120		215	430						645
ALA	MTC	Local Rd	Regional Planning Activities and PPM - Alameda	SystMgmt	ALA090030	13,389	5,257	750						20,282
ALA	MTC	Local Rd	SFOBB Gateway Park	Expansion	ALA110104		3,000	15,000						53,000
ALA	Newark	Local Rd	Central Avenue Railroad Overpass at UPRR	SystMgmt	ALA010052	1,014	3,332						14,735	19,081
ALA	Newark	Local Rd	Newark - Cedar Blvd and Jarvis Ave Pavement	Maint/Rehab	ALA110016	800								800
ALA	Oakland	Local Rd	Oakland Coliseum TOD	Expansion	ALA070012	1,103								1,103
ALA	Oakland	Local Rd	Oakland Waterfront Bay Trail	Expansion	ALA070039	6,699	400	200	500				52,000	59,799
ALA	Oakland	Local Rd	Various Streets Resurfacing and Bikeway Facilities	Maint/Rehab	ALA110006	4,823								4,823
ALA	Oakland	Local Rd	Oakland Foothill Blvd Streetscape	SystMgmt	ALA110029	3,370								3,370
ALA	Oakland	Port/Freight	Oakland Army Base Infrastructure Improvements	Expansion	ALA110046	10,039	192,541	12,700						215,280
ALA	Oakland	Local Rd	Lake Merritt Improvement Project	SystMgmt	ALA110072		828							828
ALA	Oakland	Local Rd	Oakland Bay Trail to Lake Merritt Bike/Ped Bridge	Expansion	ALA130003		200			1,800	1,800	1,800		2,000
ALA	Oakland	Local Rd	Oakland 19th Street Uptown Bike Station	Expansion	ALA130004		75	531						606
ALA	Oakland	Local Rd	42nd Ave. & High St. I-880 Access Improv.	Expansion	ALA991081	7,790			9,736					17,526

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ALA	Pleasanton	State Hwy	PSR: SR 84 Widening from Pigeon Pass to I-680	Expansion	ALA090009		2,000							2,000
ALA	Pleasanton	State Hwy	I-680/Bernal Avenue interchange improvements	Expansion	ALA090010	1,000	3,000							4,000
ALA	Pleasanton	State Hwy	I-580 / Foothill Road interchange improvements	Expansion	ALA090013		3,750							3,750
ALA	Pleasanton	Local Rd	Pleasanton - Foothill/I-580 IC Bike/Ped Facilities	Expansion	ALA110031		1,004							1,004
ALA	Port of Oakland	Port/Freight	California Inter-regional Rail Intermodal Study	Expansion	ALA070054		984							984
ALA	Port of Oakland	Port/Freight	Outer Harbor Intermodal Terminals (OHIT)	Expansion	ALA090026	8,800	82,200	15,000						106,000
ALA	Port of Oakland	Local Rd	7th Street Grade Separation and Roadway	Expansion	ALA090027	34,474							184,030	220,504
ALA	Port of Oakland	Port/Freight	Shore Power Initiative	SystMgmt	ALA110010	13,243								13,243
ALA	SJRC	Transit	ACE Track Improvements.	Maint/Rehab	ALA010056	13,337								13,337
ALA	SJRC	Transit	ACE Signal System Rehabilitation	Maint/Rehab	ALA050043	4,579								4,579
ALA	SJRC	Transit	GPS Train Tracking & Reporting System	SystMgmt	ALA050067	506								506
ALA	SJRC	Transit	SJRC: Rebuild Diesel Locomotives	Maint/Rehab	ALA090060	954	1,825							2,779
ALA	SJRC	Transit	ACE Preventative Maintenance	Maint/Rehab	ALA110099	1,935	629	638						3,202
ALA	San Leandro	Local Rd	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	Expansion	ALA050002	2,934		466						3,400
ALA	San Leandro	State Hwy	I-880/SR 112 Overcrossing Replacement	Expansion	ALA070014	550		5,039						5,589
ALA	San Leandro	State Hwy	I-880/Marina Blvd Interchange and Overcrossing	Expansion	ALA090012	1,500		24,400						25,900
ALA	San Leandro	Local Rd	San Leandro Downtown-BART Pedestrian Interface	SystMgmt	ALA110027	6,214								6,214
ALA	Union C Transit	Transit	Union City: Replacement of One Transit Bus	Maint/Rehab	ALA050062	317								317
ALA	Union C Transit	Transit	Union City Transit: Purchase Six (6) CNG Buses	Maint/Rehab	ALA070062	3,155								3,155
ALA	Union C Transit	Transit	Union City Transit: Replace Two 35' Buses	Maint/Rehab	ALA090031	22								22
ALA	Union C Transit	Transit	Union City: Replacement of Four (4) Transit Buses	Maint/Rehab	ALA090061	2,074								2,074
ALA	Union C Transit	Transit	Union City: Replacement of Two (2) Transit Buses	Maint/Rehab	ALA110114			1,191						1,191
ALA	Union City	Transit	Union City Intermodal Station Infrastructure	Expansion	ALA090015	7,910		1,000						8,910
ALA	Union City	Local Rd	Union City Blvd Corridor Bicycle Imp, Phase 1	Expansion	ALA110028	1,860								1,860
ALA	Union City	Transit	Union City BART East Plaza Enhancements	SystMgmt	ALA110036	9,520								9,520
ALA	Union City	Transit	Union City Intermodal Station Infrastructure	Expansion	ALA990015	61,276								61,276
ALA	WETA	Transit	Central Bay Operations and Maintenance Facility	Expansion	ALA110001	3,125	28,000	7,050						38,175
Totals for Alameda County						8,987,138	791,995	432,970	123,724	10,108	10,108	10,108	416,582	10,900,549

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	Contra Costa County													
CC	AC Transit	Transit	Richmond Prkwy Transit Center Parking	Expansion	CC-030001	2,650		16,150						18,800
CC	Antioch	Local Rd	Antioch - Wilbur Ave Bridge Widening	Expansion	CC-050002	15,220								15,220
CC	Antioch	Local Rd	Somersville Road Widening	Expansion	CC-070004		600	100					10,000	10,700
CC	Antioch	Local Rd	Hillcrest Ave Extension	Expansion	CC-070005		50			300	300	300	2,000	2,350
CC	Antioch	Local Rd	Sand Creek Road Extension	Expansion	CC-070006		50			300	300	300	2,000	2,350
CC	Antioch	Local Rd	Antioch - Empire Road Widening	Expansion	CC-070007		300			200	200	200		1,500
CC	Antioch	Local Rd	Laurel Road Extension	Expansion	CC-070008		900		50				5,000	5,950
CC	Antioch	Local Rd	Slatten Ranch Road Extension - Lone Tree to Laurel	Expansion	CC-070009		350		1,000					1,350
CC	Antioch	Local Rd	Antioch - Wild Horse Road Extension	Expansion	CC-070010		205	2,000						2,205
CC	Antioch	Local Rd	Fitzuren Road Widening & Realignment	Expansion	CC-090011		1,000		1,000				8,000	10,000
CC	Antioch	State Hwy	Construct new interchange at Route 4/Phillips Lane	Expansion	CC-090013		1,500	500					48,000	50,000
CC	Antioch	Local Rd	Antioch Various Streets Pavement Rehab	Maint/Rehab	CC-110011	2,414								2,414
CC	BART	Local Rd	Richmond Transit Village Transit & Ped Imps	SystMgmt	CC-010021	1,150								1,150
CC	BART	Transit	Richmond BART Parking Structure	Expansion	CC-030003	29,547								29,547
CC	BART	Transit	E-BART - East Contra Costa Rail Extension	Expansion	CC-050025	292,911	8,000	41,000	105,000	13,000	13,000	13,000		459,911
CC	BART	Transit	BART Community Information Wayfinding	SystMgmt	CC-090063	1,550								1,550
CC	BART	Transit	Walnut Creek BART TOD Access Improvements	SystMgmt	CC-110082									9,150
CC	BART	Transit	eBART Railroad Avenue Station	Expansion	CC-130002		1,500							18,500
CC	Brentwood	Local Rd	SR4/Brentwood Boulevard Widening - North (Phase	Expansion	CC-070011		200	1,355	5,128					6,683
CC	Brentwood	Local Rd	SR4 (Brentwood Boulevard) Widening (South)	Expansion	CC-070012	153	550	3,950						4,653
CC	Brentwood	Local Rd	Lone Tree Way Undercrossing	Expansion	CC-070013	4,129	14,624							18,753
CC	Brentwood	Local Rd	Lone Tree Way Widening	Expansion	CC-070014		150		1,555				13,810	15,515
CC	Brentwood	Local Rd	Central Blvd Widening (Phase II)	Expansion	CC-070015		100	500	500				3,685	4,785
CC	Brentwood	Local Rd	John Muir Parkway Extension (Phase I)	Expansion	CC-070077		120	1,100					4,169	5,389
CC	Brentwood	Local Rd	John Muir Parkway Extension: Ph. II	Expansion	CC-070078		593		1,825				4,578	6,996
CC	Brentwood	Local Rd	Brentwood Blvd North Widening - Phases II & III	Expansion	CC-090021		2,695						9,330	12,025
CC	Brentwood	Local Rd	Brentwood 2012 Pavement Management Program	Maint/Rehab	CC-110009	1,342								1,342
CC	Brentwood	Local Rd	Brentwood Area Schools Bike/Ped Access Imps	Expansion	CC-110052		492							492
CC	CC County	Local Rd	Contra Costa County Vasco Road Safety	SystMgmt	CC-050030	15,929			1,000				16,500	33,529
CC	CC County	Local Rd	Pacheco Blvd Widening and Realignment	Expansion	CC-070018				1,600				14,570	16,170
CC	CC County	Local Rd	Carquinez Scenic Drive, SF Bay Trail Segment	Expansion	CC-070020	3,136								3,136
CC	CC County	Local Rd	Kirker Pass Road NB Truck Climbing Lanes	Expansion	CC-070075			2,000	1,000				4,600	10,200
CC	CC County	Local Rd	Byron Hwy Extension	Expansion	CC-070079				1,000	900	900	900	8,000	9,900
CC	CC County	Local Rd	Byron Highway - Vasco Road Connection	Expansion	CC-070081					500	500	500	3,700	4,650
CC	CC County	Local Rd	Montalvin Manor Ped & Transit Access Imps	Expansion	CC-070087	2,359								2,359
CC	CC County	Local Rd	North Richmond Truck Route Extension	Expansion	CC-090003				1,800				18,100	19,900
CC	CC County	Local Rd	Contra Costa Co. Camino Tassajara Widening	Expansion	CC-090022			1,300					13,000	14,300

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CC	CC County	Local Rd	Dougherty Road Widening	Expansion	CC-090024		3,600						30,000	33,600
CC	CC County	Local Rd	Canal Road Bicycle and Pedestrian Facilites	Expansion	CC-110084		539	90	1,217					1,846
CC	CC County	Local Rd	Bailey Road-State Route 4 Interchange	SystMgmt	CC-130001		1,773						7,140	8,914
CC	CC County	Local Rd	Bailey Road Bike and Pedestrian Improvements	Expansion	CC-130003			1,960		1,000	1,000	1,000	9,800	12,760
CC	CCCTA	Transit	CCCTA: Preventive Maintenance Program	Maint/Rehab	CC-030034	19,549								19,549
CC	CCCTA	Transit	Pacheco Transit Hub	Expansion	CC-050010	582	1,400							1,982
CC	CCCTA	Transit	CCCTA - Replace 10 40' buses - Hybrid	Maint/Rehab	CC-110061	7,034								7,034
CC	CCCTA	Transit	CCCTA: Replace 4 LINK Vans	Maint/Rehab	CC-110062	465								465
CC	CCCTA	Transit	CCCTA: Replace 4 Minivans	Maint/Rehab	CC-110063	217								217
CC	CCCTA	Transit	CCCTA: Maintenance Facility Rehabilitation	Maint/Rehab	CC-110064	600								600
CC	CCCTA	Transit	CCCTA: Inventory Asset Management System	Maint/Rehab	CC-110065	375								375
CC	CCCTA	Transit	Replace Diesel Trolleys with Electric TrolleyBuses	Maint/Rehab	CC-110083		5,400							5,400
CC	CCCTA	Transit	CCCTA: Replace 7 30' Buses	Maint/Rehab	CC-110095		3,550							3,550
CC	CCCTA	Transit	CCCTA - Replace 6 22' Paratransit Vans	Maint/Rehab	CC-110096		502							502
CC	CCCTA	Transit	CCCTA - Replace 4 Paratransit Minivans	Maint/Rehab	CC-110097		225							225
CC	CCCTA	Transit	CCCTA - Purchase and Install 40 Elec. Cooling	Maint/Rehab	CC-110098		400							400
CC	CCCTA	Transit	CCCTA - Replace 15 40' Buses	Maint/Rehab	CC-110099			8,223						8,223
CC	CCCTA	Transit	CCCTA - Replace 18 40' Buses	Maint/Rehab	CC-110100			11,485						11,485
CC	CCCTA	Transit	CCCTA: ADA Paratransit Assistance	Operations	CC-99T001	10,216	834	846						11,897
CC	CCTA	State Hwy	I-680 / SR 4 I/C Reconstruction - Phases 1-5	Expansion	CC-010023	3,100	8,091	236	1,310				399,909	425,346
CC	CCTA	State Hwy	I-680 Auxiliary Lanes	Expansion	CC-030005	3,784	30,216							34,000
CC	CCTA	State Hwy	SR 4 East Widening from Somersville to SR 160	Expansion	CC-030028	364,310	20,492							384,802
CC	CCTA	State Hwy	I-680 SB HOV Lane Gap Closure	Expansion	CC-050028	1,500		2,500		5,557	5,557	5,557	90,443	100,000
CC	CCTA	State Hwy	I-680 NB HOV Lane Extension	Expansion	CC-070022				2,000	4,000	4,000	4,000	42,000	48,000
CC	CCTA	State Hwy	SR4 Bypass: Laurel Rd to Sand Creek	Expansion	CC-070049	16,600								16,600
CC	CCTA	State Hwy	SR4: Balfour Road Interchange	Expansion	CC-070053		11,000	35,400						46,400
CC	CCTA	State Hwy	SR4 /SR160 Interchange and Connectors	Expansion	CC-070054	5,100		45,000						50,100
CC	CCTA	State Hwy	SR4 Bypass: Sand Creek Interchange	Expansion	CC-070057	24,800								24,800
CC	CCTA	Local Rd	Mokelumne Trail Bike/Ped Overcrossing	Expansion	CC-070067		600	5,500						6,100
CC	CCTA	State Hwy	SR 239 - New State Highway Study	Expansion	CC-110066		10,373	5,871					13,000	29,244
CC	Caltrans	State Hwy	SR 24 - Caldecott Tunnel 4th Bore	Expansion	CC-010002	415,146	400	4,800						420,346
CC	Caltrans	Transit	Double rail track btw Oakley & Port Chicago	Expansion	CC-090010	28,071								28,071
CC	Caltrans	Port/Freight	Richmond Rail Connector	Expansion	CC-090032	2,950	21,370							24,320
CC	Caltrans	Transit	Oakley to Port Chicago, Track Seg. 3, Phase 2	Maint/Rehab	CC-110081			20,500						20,500
CC	Concord	State Hwy	SR 242 / Clayton Road Interchange Improvements	Expansion	CC-070024		2,000						26,200	31,000
CC	Concord	State Hwy	SR4/Willow Pass Interchange Improvements	Expansion	CC-070025		1,000						30,000	33,000
CC	Concord	Local Rd	Commerce Avenue Extension	Expansion	CC-070026	1,634	6,114							7,748
CC	Concord	Local Rd	Waterworld Parkway Extension and New Bridge	Expansion	CC-070027		1,800						5,748	7,748

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CC	Concord	Local Rd	Panoramic Drive Extension	Expansion	CC-070028			800	1,200				8,497	10,497
CC	Concord	Local Rd	Concord Clayton Road/Treat Blvd Intersection	SystMgmt	CC-090023	580	2,100							2,680
CC	Concord	Local Rd	Ygnacio Valley/Kirker Pass Roads Widening	Expansion	CC-090026			1,800					6,372	8,172
CC	Concord	Local Rd	Monument Corridor Pedestrian and Bikeway	Expansion	CC-090067	188	1,082							1,270
CC	Concord	Local Rd	Concord Blvd Pavement Rehabilitation	Maint/Rehab	CC-110010	2,687								2,687
CC	Concord	Local Rd	Concord Monument Corridor Shared Use Trail	Expansion	CC-110019	872								872
CC	Danville	Local Rd	Crow Canyon/Camino Tassajara Intersection Imps	Maint/Rehab	CC-050075	4,697	1,433							6,130
CC	Danville	Local Rd	Diablo Road Imps. - Green Valley to Avenida	Maint/Rehab	CC-090001	660								4,160
CC	Danville	Transit	San Ramon Valley Bus Program	Operations	CC-090004	4,000	2,000	2,000						8,000
CC	Danville	Local Rd	San Ramon Valley Street Smarts SR2S Program	SystMgmt	CC-110050	413								413
CC	EB Reg Park Dis	Land/Trails	Conta Costa Parks Bike/Ped Trail Improvements	Maint/Rehab	CC-070033	915	35							950
CC	EB Reg Park Dis	Local Rd	Atlas Road - New Bridge and Roadway Extension	Expansion	CC-070063	2,152								2,152
CC	ECCTA	Transit	Tri-Delta: ADA Operating Assistance	Operations	CC-030035	5,027	654	663						6,343
CC	ECCTA	Transit	ECCTA: Preventive Maintenance Program	Maint/Rehab	CC-030037	3,036	333	69						3,439
CC	ECCTA	Transit	Tri-Delta: Park and Ride Facility Land Purchase	Expansion	CC-050029	1,776								1,776
CC	ECCTA	Transit	ECCTA: Transit Bus Replacements	Maint/Rehab	CC-070092	24,902	7,554	7,654						40,110
CC	ECCTA	Transit	Tri Delta Transit Park and Ride Lots	Expansion	CC-090036	807	10							817
CC	ECCTA	Transit	Tri-Delta: Install Clipper Fareboxes	SystMgmt	CC-090039	254								254
CC	ECCTA	Transit	ECCTA - Capital Maintenance-Fuel	Operations	CC-110080	348								348
CC	El Cerrito	Local Rd	Del Norte Area TOD Bike/Ped/Transit Access Imps	SystMgmt	CC-070046		350	650	500	1,000	1,000	1,000	4,875	7,375
CC	El Cerrito	Local Rd	San Pablo Avenue Streetscape	SystMgmt	CC-070074	710		3,806						4,516
CC	El Cerrito	Local Rd	Moeser & Ashbury Ped/Bike Corridor	SystMgmt	CC-090066	1,017	78							1,095
CC	El Cerrito	Local Rd	El Cerito Central Ave & Liberty St Streetscape Imp	SystMgmt	CC-110005	1,026	160							1,186
CC	Hercules	Transit	Hercules Intercity Rail Station - Phase 1	Expansion	CC-030002	9,882	4,000		4,800					18,682
CC	Hercules	State Hwy	SR4/Willow Avenue Ramps	SystMgmt	CC-070051								20,216	21,016
CC	Hercules	Local Rd	Refugio Bridge - Bike, Ped & Vehicle Connectivity	Expansion	CC-070086	10	8,731							8,741
CC	Hercules	Local Rd	Central Hercules Arterial Improvements	Expansion	CC-090008								2,236	2,736
CC	Hercules	Transit	Construct Phase 2 of Hercules Intermodal Station	Expansion	CC-090009	190	100						39,200	47,390
CC	Hercules	Local Rd	Hercules (Bio-Rad) Bay Trail	Expansion	CC-090065	567	4,045							4,612
CC	Hercules	Local Rd	Hercules New Town Center Complete Street	SystMgmt	CC-110015								6,035	6,035
CC	Lafayette	Local Rd	Lafayette - Pleasant Hill Road South Bike/Ped Imps	Expansion	CC-090064	1,295								1,295
CC	Lafayette	Local Rd	Lafayette Downtown Bike/Ped Imp & Streetscape	SystMgmt	CC-110006	2,301								2,301
CC	MTC	Local Rd	Regional Planning Activities and PPM - CC County	SystMgmt	CC-090035	8,772	1,745	430	431	222	222	222		12,209
CC	MTC	Local Rd	Local PDA Planning - Contra Costa	SystMgmt	CC-110101		3,101							3,101
CC	Martinez	Transit	Martinez Intermodal Station Parking Expansion	Expansion	CC-030004	10,900		7,500	1,600					20,000
CC	Martinez	State Hwy	I-680/Marina Vista I/C Improvements	Expansion	CC-070038			1,000	1,000				5,896	7,896
CC	Martinez	Local Rd	Martinez - Marina Vista Streetscape	SystMgmt	CC-070085	3,259								3,259
CC	Martinez	Local Rd	Martinez - Court Street Overcrossing, Phase 1	Expansion	CC-090005		485	970					8,245	9,700

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County	Sponsor	System	Project Title	Purpose	TIP ID	Prior	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	Future	Total Funding
CC	Moraga	Local Rd	Moraga Way Streetscape	SystMgmt	CC-110055	640								640
CC	Oakley	State Hwy	SR4 Realignment in Oakley	Expansion	CC-070065		2,246						8,252	10,498
CC	Oakley	Local Rd	Main Street Widening	Expansion	CC-090015		630			1,000	1,000	1,000	9,500	12,630
CC	Orinda	Local Rd	Moraga Way Pedestrian Pathway	Expansion	CC-110048	258								258
CC	Pinole	State Hwy	Widen Pinole Valley Road ramps at I-80	Expansion	CC-090017		50	100	637					787
CC	Pittsburg	Local Rd	California Avenue Widening	Expansion	CC-070041		300	600					12,500	13,400
CC	Pittsburg	Local Rd	West Leland Extension, Phase II	Expansion	CC-070043		600	1,200					9,800	11,600
CC	Pittsburg	Local Rd	Pittsburg-Antioch Highway Widening	Expansion	CC-070044	1,300	690						3,000	4,990
CC	Pittsburg	Local Rd	James Donlon Extension (Buchanan Rd Bypass)	Expansion	CC-070045		2,900						29,100	33,500
CC	Pittsburg	Local Rd	Bailey Road Transit Access Improvements	SystMgmt	CC-070084	2,198								2,198
CC	Pittsburg	Local Rd	Pittsburg Railroad Avenue Pavement Rehab	Maint/Rehab	CC-110012	1,230								1,230
CC	Pittsburg	Local Rd	Pittsburg N. Parkside Dr. Bike Lanes and Sidewalks	Expansion	CC-110017	1,151								1,151
CC	Pleasant Hill	Local Rd	Pleasant Hill - Buskirk Avenue Widening	Expansion	CC-090002	4,400	6,600							11,000
CC	Pleasant Hill	Local Rd	Central-East County SR2S Program	SystMgmt	CC-110049	819								819
CC	Pleasant Hill	Local Rd	Lisa Lane Sidewalk Project	Expansion	CC-110051	721								721
CC	Richmond	Local Rd	Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Maint/Rehab	CC-030011	1,196								1,196
CC	Richmond	State Hwy	I-80/Central Avenue Interchange Modification	Expansion	CC-050076	1,445	3,074						16,500	21,019
CC	Richmond	Local Rd	Griffin Drive Railroad At-Grade Crossing	Expansion	CC-070047	900		1,600						2,500
CC	Richmond	Local Rd	Marina Bay Parkway Grade Separation	Expansion	CC-090018	7,058	29,867							36,925
CC	Richmond	Local Rd	Richmond Transit Village: Nevin Imps BART-19th	SystMgmt	CC-110007	270	2,152							2,422
CC	Richmond	Local Rd	Richmond Transit Village: Nevin Imps 19th-27th	SystMgmt	CC-110016	600	6,476							7,076
CC	Richmond	Local Rd	Richmond Barrett Avenue Bicycle Lanes	Expansion	CC-110018	764								764
CC	Richmond	Local Rd	SR2S - Nystrom,Coronado,Highland,Wilson &	SystMgmt	CC-110031	976								976
CC	Richmond	Local Rd	Easy Go Richmond	Operations	CC-110102			254						254
CC	San Pablo	State Hwy	Reconstruct I-80/San Pablo Dam Rd Interchange	Expansion	CC-070035	9,700			7,400	16,000	16,000	16,000	80,350	113,450
CC	San Pablo	Local Rd	El Portal Drive Rehabilitation / Gateway Phases II	Maint/Rehab	CC-110001		315	5	1,600					1,920
CC	San Ramon	State Hwy	I-680 Direct Access Ramps	Expansion	CC-070036		3,000		4,000				93,300	101,600
CC	San Ramon	Local Rd	Bollinger Canyon Road Widening (Alcosta to SRVB)	Expansion	CC-090019	1,756	235	5,738	2,883					10,613
CC	St. Rte. 4 BA	State Hwy	SR4 Bypass: Sand Creek to Balfour Rd	Expansion	CC-070048	300	1,800	300	10,000					12,400
CC	WCCTA	Transit	WCCTA: Preventive Maintenance Program	Maint/Rehab	CC-030025	2,045								2,045
CC	WCCTA	Transit	Hercules Intermodal Station Improvements	SystMgmt	CC-050074	1,614								1,614
CC	WCCTA	Transit	WCCTA: Replace (5) 1999 35' Revenue Vehicles	Maint/Rehab	CC-110057	2,329								2,329
CC	WCCTA	Transit	WCCTA: Purchase of non revenue Service Vehicle	Maint/Rehab	CC-110058	40								40
CC	WCCTA	Transit	WCCTA Replace (8)1988 40' transit buses	Maint/Rehab	CC-110092		4,380							4,380
CC	WCCTA	Transit	WCCTA: Replace (1) 2003 40' transit buses	Maint/Rehab	CC-110093			548						548
CC	WCCTA	Transit	WCCTA - Replace (1) 40 foot diesel transit vehicle	Maint/Rehab	CC-110094			688						688
CC	WCCTA	Transit	WCCTA: ADA Paratransit Operating Subsidy	Operations	CC-990045	1,186	135	137						1,458
CC	WETA	Transit	Richmond Ferry Service	Expansion	CC-070062	3,312	2,500	32,000	4,550					42,362

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CC	WETA	Transit	Martinez Ferry Service	Expansion	CC-110002	812								812
CC	WETA	Transit	Antioch Ferry Service	Expansion	CC-110003	812								812
CC	Walnut Creek	Local Rd	Pleasant Hill Geary Road Widening Phase 3	Expansion	CC-070050		950	7,000						7,950
CC	Walnut Creek	Local Rd	Walnut Creek Various Arterials & Collectors Rehab	Maint/Rehab	CC-110013	2,103								2,103
Totals for Contra Costa County						1,423,702	272,556	289,878	167,586	43,979	43,979	43,979	1,207,156	3,470,468

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	Marin County													
MRN	Caltrans	State Hwy	US 101 - Golden Gate Botanical Area Revegetation	SystMgmt	MRN050012	595								595
MRN	Caltrans	State Hwy	US-101 Mission Bell Installation	Other	MRN110003	241								241
MRN	FHWA	Local Rd	Stinson Beach Access Road	Maint/Rehab	MRN050020	2,803								2,803
MRN	Fairfax	Local Rd	Fairfax - Non-motorized Transp. Pilot Program	Expansion	MRN070014	249	65							314
MRN	GGBHTD	Transit	ACIS Radio Communications System	Maint/Rehab	MRN010035	18,237	2,445							20,682
MRN	GGBHTD	Transit	GGBHTD: Fixed Guideway Connectors	Maint/Rehab	MRN030010	33,296								33,296
MRN	GGBHTD	Transit	GGBHTD: Ferry Major Components Rehabilitation	Maint/Rehab	MRN030011	14,011								14,011
MRN	GGBHTD	Transit	4 Replacement Express Buses	Maint/Rehab	MRN050015			1,600						1,600
MRN	GGBHTD	Tollway	Golden Gate Bridge Seismic Retrofit, Phase 3B	Maint/Rehab	MRN050018	37,500		61,652	24,539	19,061	19,061	19,061		142,752
MRN	GGBHTD	Tollway	Golden Gate Bridge - Suicide Deterrent System	SystMgmt	MRN050019	7,000								7,000
MRN	GGBHTD	Transit	GGBHTD: Facilities Rehabilitation	Maint/Rehab	MRN050025	11,582		3,000						14,582
MRN	GGBHTD	Transit	San Rafael Transit Center Improvements	SystMgmt	MRN070008	365								365
MRN	GGBHTD	Transit	Larkspur Ferry Terminal Parking Improvements	SystMgmt	MRN070018	1,681								1,681
MRN	GGBHTD	Transit	Golden Gate Transit Station Bicycle Improvements	SystMgmt	MRN090012	40	123							163
MRN	GGBHTD	Transit	GGBHTD: Replacement of Ferry Propulsion Systems	Maint/Rehab	MRN090025	2,075	1,825							3,900
MRN	GGBHTD	Transit	Golden Gate Transit: ADA Paratransit Assistance	Operations	MRN090033		1,118	565						1,683
MRN	GGBHTD	Transit	GGBHTD: Replace 30 - 1997 45' MCI Buses	Maint/Rehab	MRN090034				19,081					19,081
MRN	GGBHTD	Transit	GGBHTD: Replace 7 - 2005 Paratransit Vans	Maint/Rehab	MRN090035		557							557
MRN	GGBHTD	Transit	GGBHTD: Bus Stop Improvements	Maint/Rehab	MRN090036	1,478								1,478
MRN	GGBHTD	Transit	GGBHTD - Replace 2 - 1998 45' Over-The-Road	Maint/Rehab	MRN110027			1,310						1,310
MRN	GGBHTD	Transit	GGBHTD - Replace 3 - 2005 Paratransit Vans	Maint/Rehab	MRN110028			245						245
MRN	GGBHTD	Transit	GGBHTD - Replace 7 - 40' Diesel Buses	Maint/Rehab	MRN110045			3,760						3,760
MRN	GGBHTD	Transit	GGBHTD - Replace 14 - 45' OTR Coaches	Maint/Rehab	MRN110046			9,637						9,637
MRN	GGBHTD	Transit	Larkspur Ferry Terminal Parking Garage	Expansion	MRN130001				500				3,500	4,000
MRN	GGBHTD	Tollway	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	Maint/Rehab	MRN970016	274,357								274,357
MRN	GGBHTD	Transit	Ferry channel & berth dredging.	Maint/Rehab	MRN990017	20,894								20,894
MRN	Larkspur	Local Rd	Larkspur - Non-motorized Transpo. Pilot Program	Expansion	MRN070015	1,357	239							1,596
MRN	MCTD	Transit	Marin county: Bus Stop Improvements	SystMgmt	MRN070001	500	1,923							2,423
MRN	MCTD	Transit	Local Bus Stop Revitalization in Marin County	Maint/Rehab	MRN110004	1,250	750							2,000
MRN	MCTD	Transit	Capital Improvements For Muir Woods Shuttle	Maint/Rehab	MRN110030	1,530	638							2,168
MRN	MCTD	Transit	MCTD Preventive Maintenance	Maint/Rehab	MRN110040			112						112
MRN	MCTD	Transit	Marin Transit Low Income Youth Pass Program	Operations	MRN110041		112							112
MRN	MCTD	Transit	Marin Transit Replace Four Local Buses	Maint/Rehab	MRN110042			2,795						2,795
MRN	MCTD	Transit	Marin Transit Seven Local Buses	Maint/Rehab	MRN110043		5,072							5,072
MRN	MCTD	Transit	Marin Transit - Replace 13 Paratransit Vehicles	Maint/Rehab	MRN110044			1,114						1,114
MRN	MCTD	Transit	MCTD- ADA Paratransit Assistance	Operations	MRN110047		1,678	847						2,525
MRN	MTC	Local Rd	Regional Planning Activities and PPM - Marin	SystMgmt	MRN090020	6,053	712	200						7,131

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MRN	MTC	Local Rd	Local PDA Planning - Marin	SystMgmt	MRN110039		848							848
MRN	Marin County	State Hwy	Tennessee Valley Bridge	Maint/Rehab	MRN010006	911								911
MRN	Marin County	Local Rd	Non-motorized Transp. Pilot Program - Marin	Expansion	MRN050033	9,217	1,808							11,024
MRN	Marin County	Local Rd	Marin Parklands Visitor Access, Phase 2	Maint/Rehab	MRN070019	1,036			3,410					4,446
MRN	Marin County	Local Rd	Non-motorized Transp. Projects - Marin County	Expansion	MRN090049	1,238								1,238
MRN	Marin County	Local Rd	Sir Francis Drake Boulevard Westbound Bike Lane	Expansion	MRN090050	132		329						461
MRN	Marin County	Local Rd	Marin County: Southern Marin Roads Rehab	Maint/Rehab	MRN090053	1,354								1,354
MRN	Marin County	Local Rd	Strawberry Point School Pedestrian Imps	Expansion	MRN110006	537								537
MRN	Marin County	Local Rd	Marinwood, Greenbrae, Strawberry & Marin City	Expansion	MRN110007	1,215								1,215
MRN	Marin County	Local Rd	Novato Boulevard Resurfacing	Maint/Rehab	MRN110015	1,228								1,228
MRN	Marin County	Local Rd	Venetia Valley School SR2S Pedestrian Access Imps	Expansion	MRN110016	433								433
MRN	Marin County	Local Rd	Miller Creek Road Bike Lanes and Ped	Expansion	MRN110033		45			362	362	362		407
MRN	Marin County	Local Rd	Mountain View Rd Bridge Replacement - 27C0154	Expansion	MRN110035		328							1,246
MRN	Marin County	Local Rd	Sir Francis Drake Blvd. MP 20.70 Slide Repair	Maint/Rehab	MRN130002	45	515							560
MRN	Marin County	Local Rd	Muir Woods Road MP 0.49 Slide Repair	Maint/Rehab	MRN130003	74	856							930
MRN	Mill Valley	Local Rd	Mill Valley - Miller Avenue Rehabilitation	Maint/Rehab	MRN070002	1,900			5,250					7,150
MRN	Mill Valley	Local Rd	Mill Valley - Non-motorized Transp. Pilot Program	SystMgmt	MRN070020	1,093								1,093
MRN	Mill Valley	Local Rd	Mill Valley - Sycamore Ave Pedistrian Facilities	Expansion	MRN090052	411								411
MRN	Mill Valley	Local Rd	Mill Valley - Edgwood Avenue Resurfacing	Maint/Rehab	MRN110009	326								326
MRN	Novato	Local Rd	Novato Boulevard Widening, Diablo to Grant	Expansion	MRN070006	1,063				7,911	7,911	7,911		8,974
MRN	San Anselmo	Local Rd	San Anselmo - Center Blvd Bridge Replace	Expansion	MRN110032		1,060		1,250					5,817
MRN	San Rafael	Local Rd	San Rafael - Non-motorized Transport Pilot	Expansion	MRN070009	2,112	559							2,671
MRN	San Rafael	Local Rd	San Rafael Citywide Street Resurfacing	Maint/Rehab	MRN110008	1,332								1,332
MRN	San Rafael	Local Rd	San Rafael: Sidewalk along East Francisco Blvd	Expansion	MRN110029	200	1,300							1,500
MRN	Sausalito	Local Rd	Sausalito - Non-motorized Transp. Pilot Program	SystMgmt	MRN070012	406	284							690
MRN	Sausalito	Local Rd	Sausalito - Bridgeway/US 101 Off Ramp Bicycle	SystMgmt	MRN110010	100		185						285
MRN	TAM	State Hwy	US 101 / Greenbrae Interchange Corridor Impts.	Expansion	MRN050001	8,933	7,500	17,760	28,190					154,800
MRN	TAM	Local Rd	Central Marin Ferry Access Improvements	Expansion	MRN050014	4,410	10,702							15,112
MRN	TAM	State Hwy	US 101 HOV Lanes - Marin-Sonoma Narrows	Expansion	MRN050034	140,483	17,244		62,978				120,282	340,987
MRN	TAM	Local Rd	Marin Bike/Ped Facility North of Atherton Ave.	Expansion	MRN070003	610								610
MRN	TAM	Local Rd	TAM - Non-motorized Transportation Pilot	SystMgmt	MRN070017	100								100
MRN	TAM	State Hwy	Highway 101 Landscaping for Gap Closure Project	SystMgmt	MRN110034				3,900					3,900
MRN	Various	Local Rd	Marin County: Major Roads Rehabilitation	Maint/Rehab	MRN090008	8,000							22,000	30,000
Totals for Marin County						625,993	60,306	105,112	149,098	27,334	27,334	27,334	145,782	1,210,634

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	Napa County													
NAP	American	Local Rd	American Canyon Napa Junction Elementary Ped	Expansion	NAP090007	55	221							276
NAP	American	Local Rd	American Canyon PDA Development Plan	SystMgmt	NAP110006	360							1,500	1,860
NAP	American	Local Rd	American Canyon: Theresa Ave Sidewalk Imp Phase	Expansion	NAP110007	230								230
NAP	American	Local Rd	American Canyon - Napa Square Pavement Rehab.	Maint/Rehab	NAP110022					268	268	268		268
NAP	Caltrans	State Hwy	Design of SR 12/29 /Airport Blvd Grade Separation	Expansion	NAP010002	1,500								1,500
NAP	Caltrans	State Hwy	SR 12 (Jamieson Canyon Road) Widening	Expansion	NAP010008	136,901		850						137,751
NAP	MTC	Local Rd	Regional Planning Activities and PPM - Napa	SystMgmt	NAP090002	5,247	69	69	69	69	69	69		5,633
NAP	MTC	Local Rd	Local PDA Planning - Napa	SystMgmt	NAP110025		848							848
NAP	NCTPA	Transit	NCTPA: ADA Operating Assistance	Operations	NAP030004	306	37	37						381
NAP	NCTPA	Transit	Napa: Bus Stop Improvements	SystMgmt	NAP030005	646		137						782
NAP	NCTPA	Transit	NCTPA: Replace Rolling Stock	Maint/Rehab	NAP090005	10,428								10,428
NAP	NCTPA	Transit	NCTPA Equipment Replacement and Upgrades	Maint/Rehab	NAP090008	400	418	422						1,240
NAP	NCTPA	Local Rd	NCTPA: Napa County SRTS Program Expansion	SystMgmt	NAP110012	315								315
NAP	NCTPA	Local Rd	Napa Valley Vine Trail Design and Construction	Expansion	NAP110014	3,364							2,000	5,364
NAP	NCTPA	Transit	Napa County Community Based Transportation	SystMgmt	NAP110024			100						100
NAP	NCTPA	Transit	Napa Vine Operating Assistance	Operations	NAP970010	27,286	2,949	2,990						33,224
NAP	Napa	Local Rd	Napa (City): 2011 Cape Seal Pavement Rehab	Maint/Rehab	NAP110008	726								726
NAP	Napa	Local Rd	Napa:Lincoln Ave Bike Lane - Jefferson to Railroad	Expansion	NAP110011	213								213
NAP	Napa	Local Rd	Napa City North/South Bike Connection	Expansion	NAP110013	295								295
NAP	Napa	Local Rd	Napa City - Linda Vista Pavement Overlay	Maint/Rehab	NAP110015	776								776
NAP	Napa County	Local Rd	Napa County: Silverado Trail Paving Phase F	Maint/Rehab	NAP110009	955								955
NAP	Napa County	Local Rd	Silverado Trail Phase G and H Rehab	Maint/Rehab	NAP110023					1,595	1,595	1,595		1,595
NAP	Napa Vine	Transit	Park & Ride Lots in Napa County	Expansion	NAP050009	2,680	2,185	165						5,030
NAP	Yountville	Local Rd	Yountville - Napa County Bicycle Path Extension	Expansion	NAP090006	55	94							149
Totals for Napa County						192,738	6,821	4,770	69	1,932	1,932	1,932	3,500	209,940

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	Multiple Counties													
REG	ACWA	Local Rd	Green Star / Cool Schools Program	SystMgmt	REG110016	980								980
REG	Alameda	Regional	Local Government EV Fleet Program	SystMgmt	REG110013	2,808								2,808
REG	BAAQMD	Transit	Spare the Air Program	SystMgmt	MTC990015	15,998	791	3,389						20,178
REG	BAAQMD	Regional	Regional Bicycle Sharing Pilot	Expansion	REG110010	6,503								6,503
REG	BART	Transit	BART Train Control Renovation	Maint/Rehab	BRT030004	157,477	16,250	16,250						189,977
REG	BART	Transit	BART: Traction Power System Renovation	Maint/Rehab	BRT030005	129,575	16,250	16,250						162,075
REG	BART	Transit	BART Transbay Tube Seismic Retrofit	Maint/Rehab	BRT050003	276,175								276,175
REG	BART	Transit	BART: Rail, Way and Structures Program	Maint/Rehab	BRT97100B	118,900	16,250	16,250						151,400
REG	BART	Transit	ADA Paratransit Capital Accessibility Improve	SystMgmt	BRT99T01B	26,601	3,703	3,754						34,058
REG	BART	Transit	BART Car Exchange (Preventive Maintenance)	Maint/Rehab	REG050020	164,873	93,228	93,022					251,956	603,079
REG	BART	Transit	BART: Railcar Replacement Program	Maint/Rehab	REG090037	100,657	53,355	43,041	41,075				558,208	1,025,600
REG	Caltrain	Transit	Caltrain: Revenue Vehicle Rehab Program	Maint/Rehab	REG090051	4,591	1,307	2,287						8,185
REG	Caltrain	Transit	Caltrain: Preventive Maintenance	Maint/Rehab	REG090053	8,463	6,250							14,713
REG	Caltrain	Transit	Caltrain Transit Asset Management System	Maint/Rehab	REG110025		750							750
REG	Caltrain	Transit	Caltrain Positive Train Control System	SystMgmt	REG110030	25,050	55,470	108,530	30,710	11,240	11,240	11,240		231,000
REG	Caltrain	Transit	Caltrain: Systemwide Track Rehab & Related Struct.	Maint/Rehab	SM-03006B	74,478		21,734						96,212
REG	Caltrain	Transit	Caltrain: Signal/Communication Rehab. &	Maint/Rehab	SM-050041	29,254		8,773						38,027
REG	Caltrans	State Hwy	GL: Shoulder Imprv - SHOPP Roadside Preservation	Maint/Rehab	MTC050008	59,406								59,406
REG	Caltrans	State Hwy	Statewide Archaeological Reburial Database	Other	REG110022	575								575
REG	Caltrans	State Hwy	Cultural Resources Legacy Data Database	Other	REG110023	1,630								1,630
REG	Caltrans	State Hwy	Geoarchaeological Study of Route 101 Corridor	Other	REG110024	358								358
REG	Caltrans	Transit	GL: FTA Non-Urbanized Formula Program	Operations	REG110041		10,215							10,215
REG	Caltrans	Transit	GL: Elderly & Persons with Disability Program	Maint/Rehab	REG110042		5,188							5,188
REG	Caltrans	State Hwy	GL: Safety Improvements - SHOPP Mobility	Maint/Rehab	VAR110001		87,341							87,341
REG	Caltrans	State Hwy	GL: Pavement Resurf./Rehab - SHOPP Roadway	Maint/Rehab	VAR110003			36,736	79,534	74,463	74,463	74,463		190,733
REG	Caltrans	State Hwy	GL: Safety Imprv. - SHOPP Collision Reduction	Maint/Rehab	VAR110004		86,356	10,081	110,141	14,677	14,677	14,677		221,255
REG	Caltrans	State Hwy	GL: Emergency Repair - SHOPP Emergency	Maint/Rehab	VAR110005		80,836	150,541	55,872					287,249
REG	Caltrans	State Hwy	GL: Safety Imprv - Highway Safety Improvement	SystMgmt	VAR110007		18,376	33,642						52,018
REG	Caltrans	Local Rd	GL: Safety Improvements - SRTS	Expansion	VAR110012		4,764	11,856						16,619
REG	Caltrans	State Hwy	GL: Pvmt Resurf/Rehab SHS - Highway Maint.	Maint/Rehab	VAR110031		29,462							29,462
REG	Caltrans	State Hwy	GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP	Maint/Rehab	VAR110037		7,070							7,070
REG	Caltrans	State Hwy	GL: Safety Improvements - SHOPP Mandates	Maint/Rehab	VAR110042		15,500	11,353	3,501					30,354
REG	Caltrans	State Hwy	GL: Bridge Rehab and Reconstruction - SHOPP	Maint/Rehab	VAR110044		170,685	144,891	110,824	72,902	72,902	72,902		499,302
REG	Caltrans	Local Rd	GL: Bridge Rehab/Recon. - Local Hwy Bridge	Maint/Rehab	VAR110045		73,192	20,671	28,815	15,605	15,605	15,605		389,358
REG	Caltrans	Transit	GL: Railroad/Highway Crossings	SystMgmt	VAR110046		3,212							3,212
REG	GGBHTD	Transit	Golden Gate Transit: SF Bus Lot Modifications	Maint/Rehab	REG090052	3,835								3,835
REG	MTC	Transit	Transit Commute Benefits Promotion	SystMgmt	MTC050001	4,220		780						5,000

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REG	MTC	Transit	Real-time Transit Information Program	SystMgmt	MTC050020	18,084	94	1,822						20,000
REG	MTC	Transit	Safe Routes to Transit	Expansion	MTC050021	14,000	1,000	3,000	2,000					20,000
REG	MTC	Transit	Transit Capital Inventory Improvements	SystMgmt	REG050013	1,250								1,250
REG	MTC	Transit	GL: JARC FY 09 - FY 10 - Large UA	Operations	REG090002	19,275								19,275
REG	MTC	State Hwy	Freeway Performance Initiative (FPI)	SystMgmt	REG090003	197,650	51,080	44,905	9,911	24,000	24,000	24,000		327,546
REG	MTC	Regional	Regional Planning Activities and PPM - MTC	SystMgmt	REG090038	6,687	550	569	589	609	609	609		9,636
REG	MTC	Local Rd	Regional Streets and Roads Program	Maint/Rehab	REG090039	14,912	778							15,690
REG	MTC	Regional	Regional Planning Activities - ABAG	SystMgmt	REG090040	5,546	1,000							6,546
REG	MTC	Regional	Regional Planning Activities - BCDC	SystMgmt	REG090041	2,524	174							2,698
REG	MTC	Regional	511 Traveler Information	SystMgmt	REG090042	70,477		23,583						94,060
REG	MTC	Transit	Clipper Fare Collection System	SystMgmt	REG090045	63,115	14,867	18,310	3,245					99,536
REG	MTC	Local Rd	Regional Arterial Operations & Signal Timing Prog	SystMgmt	REG090046	4,750	5,650	2,260						12,660
REG	MTC	Regional	Climate Initiatives Program Public Education	SystMgmt	REG090065	10,643								10,643
REG	MTC	Regional	Climate Initiatives Evaluation and Administration	SystMgmt	REG090066	4,000								4,000
REG	MTC	Regional	Electric Vehicle Funding Strategies	SystMgmt	REG110011	25		2,308						2,333
REG	MTC	Transit	Station Area Planning Program & Implementation	Expansion	REG110014	9,417								9,417
REG	MTC	Transit	GL: New Freedom FY10 & FY11 Large UA	Operations	REG110026		6,220							6,220
REG	MTC	Transit	GL: FY10 JARC Mobility Management	SystMgmt	REG110028		974							974
REG	MTC	Local Rd	Parking Pricing Regional Analysis	SystMgmt	REG110029		700							700
REG	MTC	Transit	GL: JARC FY11-FY12 Large UA	Operations	REG110032		9,915							9,915
REG	MTC	Transit	GL: JARC FY10-FY12 Small UA & Rural	Operations	REG110033		2,746							2,746
REG	MTC	Transit	GL: New Freedom FY10-FY12 Small & Rural	Operations	REG110034		1,800							1,800
REG	MTC	Regional	Climate Initiatives Program	SystMgmt	REG110036			19,203						19,203
REG	MTC	Regional	Regional Planning - PDA Implementation	SystMgmt	REG110037		11,296							11,296
REG	MTC	Transit	GL: 5307 JARC Set-aside FY13 Large UA	Operations	REG110039		5,973							5,973
REG	MTC	Regional	Climate Change Adaptation&Vulnerability	SystMgmt	REG110043	600	600							1,200
REG	MTC	Tollway	Toll Bridge Maintenance	Maint/Rehab	REG130001		12,000	12,000	12,000	12,000	12,000	12,000		48,000
REG	MTC	Tollway	Toll Bridge Rehabilitation Program	Maint/Rehab	REG130002	184,082	157,010	69,198	36,739	78,213	78,213	78,213	45,480	628,906
REG	MTC	State Hwy	Regional Express Lane Network	SystMgmt	REG130004		18,000						178,000	196,000
REG	MTC-SAFE	State Hwy	Incident Management Program	SystMgmt	REG090044	18,660	687	16,356						35,703
REG	MTC-SAFE	State Hwy	FSP and Call Box Program	SystMgmt	REG130003				18,790					18,790
REG	Natl Park Svc	Land/Trails	GL: US 206 Recreational Grants	Maint/Rehab	REG110040		487							487
REG	Natl Park Svc	Land/Trails	Golden Gate Nat'l Rec. Area Road Rehab	Maint/Rehab	SF-030002	41,440	12,200							53,640
REG	Natl Park Svc	Land/Trails	Golden Gate Nat'l Rec. Area Non-Motorized Access	Maint/Rehab	SF-050045	12,358	2,181	1,150						15,689
REG	Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Water Transit Planning	SystMgmt	SF-090024	990	85		822					1,897
REG	Natl Park Svc	Transit	Golden Gate Nat'l Rec. Area Transit Enhancements	SystMgmt	SF-090027	469	1,030		1,947	52	52	52		3,498
REG	SF County TA	Regional	eFleet: Carsharing Electrified	Expansion	REG110012	2,132								2,132
REG	SFMTA	Local Rd	Electric Vehicle Taxi Battery Switch Stations	SystMgmt	REG110017	957		5,852						6,809

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(All funding shown in thousands of dollars)

County	Sponsor	System	Project Title	Purpose	TIP ID	Prior	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	Future	Total Funding
REG	SFMTA	Local Rd	Electric Vehicle Taxis	SystMgmt	REG110038		1,116							1,116
REG	SJRC	Transit	ACE Positive Train Control	SystMgmt	REG110044		2,000	2,080					25,920	30,000
REG	Son Co TA	Regional	Regional Dynamic Ridesharing Pilot	SystMgmt	REG110015	1,532								1,532
REG	WETA	Transit	Ferry Service - Berkeley/Albany	Expansion	MTC050027	5,115	7,716	20,000	12,000				20,450	65,281
REG	WETA	Transit	WETA Ferry Expansion Studies.	Expansion	MTC050028	7,555	1,725							9,280
REG	WETA	Transit	SF Ferry Terminal/Berthing Facilities	Expansion	MTC050029	2,500		35,450						37,950
REG	WETA	Transit	Treasure Island Ferry Service	Expansion	REG070003		1,000							1,000
REG	WETA	Transit	WETA: Ferry Channel & Berth Dredging	Maint/Rehab	REG090054	1,295		2,000						3,295
REG	WETA	Transit	WETA: Ferry Propulsion System Replacement	Maint/Rehab	REG090055	19,097	5,260							24,357
REG	WETA	Transit	WETA: Ferry Major Component Rehab/Replacement	Maint/Rehab	REG090057	1,244	5,269	2,500						9,012
REG	WETA	Transit	WETA: Fixed Guideway Connectors	Maint/Rehab	REG090067	3,743	2,811	1,000						7,554
REG	WETA	Transit	Maintenance Barge and Emergency Floats and	Expansion	REG110001	15,250								15,250
REG	WETA	Transit	WETA: Facilities Rehabilitation	Maint/Rehab	REG110020	250	81							331
REG	WETA	Transit	WETA: Revenue Vehicle Communication	Maint/Rehab	REG110021	52	130							182
Totals for Multiple Counties						1,974,084	1,202,004	1,037,375	558,514	303,761	303,761	303,761	1,080,014	6,694,909

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	Santa Clara County													
SCL	Caltrain	Transit	South Terminal Wayside Power	Maint/Rehab	SCL110131		2,249							2,249
SCL	Caltrans	State Hwy	SR 87 Guadalupe Freeway Corridor Landscaping	SystMgmt	SCL030008	8,925								8,925
SCL	Caltrans	State Hwy	US 101 / SR 87-Trimble Road Landscaping	SystMgmt	SCL050013	2,390								2,390
SCL	Campbell	Local Rd	Campbell Avenue Portals Bike/Ped Facilities	Expansion	SCL110028	530							4,200	4,730
SCL	Campbell	Local Rd	Hacienda Ave Streetscape and Bicycle Imps	SystMgmt	SCL110116			680						680
SCL	Gilroy	Local Rd	Gilroy New Ronan Channel and Lions Creek Trail	Expansion	SCL110032	760			3,402					4,162
SCL	MTC	Local Rd	Local PDA Planning - Santa Clara	SystMgmt	SCL110125		6,043							6,043
SCL	Milpitas	Local Rd	SR 237 - Calaveras Blvd Widening	Expansion	SCL050077								55,000	61,500
SCL	Palo Alto	Local Rd	Citywide Traffic Signal upgrade	SystMgmt	SCL050091		458							458
SCL	Palo Alto	Local Rd	Palo Alto California Avenue Transit Hub	SystMgmt	SCL110037	200	1,400							1,600
SCL	SJRC	Transit	San Joaquin Rail Corridor: ADA Operating Set-aside	Operations	ALA050042	528								528
SCL	San Jose	State Hwy	US 101 / Blossom Hill I/C Reconst & Road	Expansion	SCL030006			250	1,458	125	125	125	13,167	15,000
SCL	San Jose	Local Rd	Almaden Expressway Pedestrian Bridge	Expansion	SCL050039	352		240					12,243	12,835
SCL	San Jose	Local Rd	Silicon Valley TIMC	SystMgmt	SCL050079	4,023	3,528							7,551
SCL	San Jose	Local Rd	Lower Guadalupe River Trail	Expansion	SCL050081	5,498		5,335						10,833
SCL	San Jose	Local Rd	Bay Trail Reach 9 & 9B	Expansion	SCL050082	815			63				7,660	8,538
SCL	San Jose	Local Rd	Coyote Creek Trail	Expansion	SCL050083	1,649		2,831					30,000	34,480
SCL	San Jose	State Hwy	US 101 / Mabury New Interchange	Expansion	SCL070004			500	1,000				19,250	20,750
SCL	San Jose	Local Rd	San Jose Charcot Avenue Extension Over I-880	Expansion	SCL090003					2,200	2,200	2,200	27,000	30,200
SCL	San Jose	Local Rd	Downtown San Jose Couplet Conversions	SystMgmt	SCL090004		4,000						13,000	22,000
SCL	San Jose	Local Rd	Coleman Avenue Widening from I-880 to Taylor St.	Expansion	SCL090005	3,000		10,000						13,000
SCL	San Jose	Local Rd	San Jose North 1st Street Core Area Streets Imps.	Expansion	SCL090007			100	900				60,000	61,000
SCL	San Jose	Local Rd	San Jose: Various Intersection Improvements	SystMgmt	SCL090008			1,200		1,600	1,600	1,600	26,200	29,000
SCL	San Jose	Local Rd	Montague Expwy Widening - Lick Mill-Trade Zone	Expansion	SCL090010					500	500	500	12,000	13,500
SCL	San Jose	State Hwy	I-880/Montague Expressway interchange	Expansion	SCL090015				3,000	11,340	11,340	11,340		14,340
SCL	San Jose	Transit	San Jose International Airport People Mover	Expansion	SCL090019		2,075			53,500	53,500	53,500	452,425	508,000
SCL	San Jose	State Hwy	US 101 SB Trimble Road/De La Cruz	SystMgmt	SCL090025								33,000	34,000
SCL	San Jose	Local Rd	Branham Ln/Monterey Hwy Grade Crossing Design	SystMgmt	SCL090036	570								570
SCL	San Jose	Local Rd	Lower Guadalupe River Trail-Tasman Drive	SystMgmt	SCL090046		825							825
SCL	San Jose	State Hwy	San Jose: Alameda - A Plan for The Beautiful Way	SystMgmt	SCL110001	4,323								4,323
SCL	San Jose	Local Rd	San Jose - Autumn Street Extension	Expansion	SCL110006	2,800	2,200						30,000	35,000
SCL	San Jose	Local Rd	Innovative Bicycle Detection System	SystMgmt	SCL110016	1,871								1,871
SCL	San Jose	Local Rd	San Jose: Los Gatos Creek Reach 5 Bridge	Expansion	SCL110029	1,450				100	100	100	2,000	4,550
SCL	San Jose	Local Rd	San Fernando Street Enhanced Bikeway & Ped	SystMgmt	SCL110033	1,727	140							1,867
SCL	San Jose	Local Rd	San Jose - San Carlos Multimodal Phase 2	SystMgmt	SCL110034	359	3,338							3,697
SCL	San Jose	Local Rd	San Jose Walk N Roll - Safe Access	SystMgmt	SCL110057	97	556							653
SCL	San Jose	Local Rd	San Jose Road Rehab and Ped Facilities	Maint/Rehab	SCL110107		15,000							15,000

Metropolitan Transportation Commission

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SCL	San Jose	Local Rd	Park Avenue Multi-Modal Improvements	Expansion	SCL110117	69	202		1,549					1,820
SCL	San Jose	Local Rd	St. John Street Multi-Modal Improvements - Phase	Expansion	SCL110118	82	132		1,662					1,876
SCL	Santa Clara Co	Local Rd	Oregon-Page Mill Expwy Improvements	SystMgmt	SCL050080	600	3,812							4,412
SCL	Santa Clara Co	Local Rd	Central Expressway Auxiliary Lanes	SystMgmt	SCL070049	3,050	1,000	300					12,650	17,000
SCL	Santa Clara Co	Local Rd	San Tomas Expressway Box Culvert Rehabilitation	Maint/Rehab	SCL090002	750	11,300							12,050
SCL	Santa Clara Co	Local Rd	Montague Expwy Widening - Trade Zone-I-680	Expansion	SCL090017		1,000						13,540	15,540
SCL	Santa Clara Co	State Hwy	US 101/Montague Expressway Interchange	Expansion	SCL090027	500	1,400	100	11,500					13,500
SCL	Santa Clara Co	Local Rd	Page Mill Road/I-280 Interchange Reconfiguration	SystMgmt	SCL110004	1,000	100	6,720						7,820
SCL	Santa Clara Co	Local Rd	San Tomas Expressway Widening	Expansion	SCL110007	1,100	1,700						53,300	56,100
SCL	Santa Clara Co	Local Rd	SR2S for Santa Clara County	SystMgmt	SCL110051	1,130								1,130
SCL	Santa Clara Co	Local Rd	Isabel Bridge Replacement (37C0089)	Maint/Rehab	SCL110108	600	130							5,030
SCL	Santa Clara Co	Local Rd	East San Jose Pedestrian Improvements	Expansion	SCL110121		320	2,340						2,660
SCL	Saratoga	Local Rd	Highway 9 Safety Improvements	SystMgmt	SCL070050	1,542		1,084						2,626
SCL	Sunnyvale	Local Rd	SR 237/US 101/Mathilda Interchange Modifications	SystMgmt	SCL130001		2,000			2,000	2,000	2,000	11,000	15,000
SCL	VTA	Transit	BART - Berryessa to San Jose Extension	Expansion	BRT030001			1,000					3,122,365	3,962,300
SCL	VTA	State Hwy	I-880 Coleman Avenue I/C Reconfiguration.	Expansion	SCL010019	75,341	2,703							78,044
SCL	VTA	State Hwy	SR-152/SR-156 Interchange Improvements.	Expansion	SCL010040	41,046	3,937							44,983
SCL	VTA	State Hwy	Garvee Debt. Srv. - SCL010019, SCL990030-31	Expansion	SCL030012	125,667	16,100	16,100	16,100					173,967
SCL	VTA	Transit	VTA - Standard & Small Bus Replacement	Maint/Rehab	SCL050001	86,021	28,978	7,689						122,687
SCL	VTA	Transit	VTA - Rail Replacement Program	Maint/Rehab	SCL050002	15,271	2,078	4,290						21,639
SCL	VTA	Transit	Capitol Expressway LRT Extension- Phase II	Expansion	SCL050009	78,166	46,113		169,621					293,900
SCL	VTA	Transit	Replace Bus Fareboxes	Maint/Rehab	SCL050044	10,514								10,514
SCL	VTA	Transit	VTA: ADA Bus Stop Improvements	SystMgmt	SCL050045	3,198	447	455						4,100
SCL	VTA	Transit	VTA: ADA Operating Set Aside	Operations	SCL050046	31,571	3,905	3,959						39,435
SCL	VTA	Transit	VTA: Rail Substation Rehab/Replacement	Maint/Rehab	SCL050049	16,192		4,178						20,370
SCL	VTA	Transit	Santa Clara/Alum Rock Transit Improvement/BRT	Expansion	SCL090001	36,955	29,270	49,038						115,263
SCL	VTA	State Hwy	New SR152 Alignment Study	Expansion	SCL090016	10,000								10,000
SCL	VTA	State Hwy	SR 85 Express Lanes	Expansion	SCL090030	3,800	20,500		145,700					170,000
SCL	VTA	Local Rd	Santa Clara Grade-Separated Pedestrian Crossing	Expansion	SCL090031	2,134		2,025					7,225	11,384
SCL	VTA	Local Rd	Regional Planning Activities and PPM - Santa Clara	SystMgmt	SCL090035	11,254	2,678	696	696	628	628	628		17,005
SCL	VTA	Transit	LRT Extension to Vasona Junction	Expansion	SCL090040	21,000		2,000	2,000	1,000	1,000	1,000	150,000	176,000
SCL	VTA	Transit	VTA: Renewable Energy Conversion Project	SystMgmt	SCL090041	938								938
SCL	VTA	Transit	VTA: San Jose High Volume Bus Stop Upgrade	SystMgmt	SCL090043	750								750
SCL	VTA	Transit	VTA: TP OCS Rehab & Replacement	Maint/Rehab	SCL090044	10,385		4,178						14,562
SCL	VTA	State Hwy	Santa Clara County - US 101 Express Lanes	Expansion	SCL110002	6,200		2,000	2,000				414,800	425,000
SCL	VTA	Transit	BART - Warm Springs to Berryessa Extension	Expansion	SCL110005	624,539	330,219	411,600	411,689	567,491	567,491	567,491		2,521,900
SCL	VTA	State Hwy	SR 237 Express Lanes: Zanker Rd to Mathilda Ave	Expansion	SCL110008		4,100		1,900				10,000	16,000
SCL	VTA	Transit	El Camino Real Bus Rapid Transit	Expansion	SCL110009	2,000	21,900	209,800						233,700

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SCL	VTA	Transit	VTA: Stevens Creek Bus Rapid Transit	Expansion	SCL110010	4,007	12,900		2,000	142,600	142,600	142,600		161,507
SCL	VTA	Transit	VTA: Light Rail Bridge and Structure - SG Repair	Maint/Rehab	SCL110099	1,700								1,700
SCL	VTA	Transit	VTA: Kinkisharyo LRV Overhaul Program	Maint/Rehab	SCL110100	1,287								1,287
SCL	VTA	Transit	VTA: LRV Body Shop Dust Separation Wall	Maint/Rehab	SCL110101	693								693
SCL	VTA	Transit	VTA: LRV Maintenance Shop Hoist	Maint/Rehab	SCL110102	3,437								3,437
SCL	VTA	Transit	VTA: Update Santa Teresa Interlock Signal House	Maint/Rehab	SCL110103	860								860
SCL	VTA	Transit	VTA: Light Rail Track Crossovers and Switches	Maint/Rehab	SCL110104	724								724
SCL	VTA	Transit	VTA: LR Signal Assessment / SCADA Replacement	Maint/Rehab	SCL110105	3,500								3,500
SCL	VTA	Transit	VTA: Diridon Tunnel Radio Replacement	Maint/Rehab	SCL110106	262								262
SCL	VTA	Transit	VTA:Light Rail Transit Signal Priority Improvement	SystMgmt	SCL110119	1,793								1,793
SCL	VTA	Transit	Together We Ride One-Call/One-Click Centers	SystMgmt	SCL110120		2,050							2,050
SCL	VTA	Transit	SCVTA: Low Income Fare Pilot Project	Operations	SCL110126			1,471						1,471
SCL	VTA	State Hwy	SR 237 Express Lanes : Mathilda Avenue to SR 85	Expansion	SCL130002				2,000	2,000	2,000	2,000	78,590	83,790
SCL	VTA	Transit	VTA: Preventive Maintenance	Maint/Rehab	SCL990046	478,776	48,384	43,673						570,833
Totals for Santa Clara County						1,762,271	641,170	795,830	778,240	785,084	785,084	785,084	4,670,615	10,471,560

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	San Francisco County													
SF	BART	Transit	BART/MUNI Direct Connection Platform	Expansion	SF-050014				3,000					3,000
SF	BART	Transit	Balboa Park Station Eastside Walkway Project	SystMgmt	SF-090040	13,155								13,155
SF	BART	Transit	24th Street/Mission BART Plaza Pedestrian Imps.	SystMgmt	SF-090051	2,779	1,235							4,014
SF	BART	Transit	Regional Real-Time Transit Information at BART	SystMgmt	SF-110044		4,400							4,400
SF	BART	Transit	BART 24th Street Train Control Upgrade Project	SystMgmt	SF-110048			2,260						2,260
SF	Caltrain	Transit	Caltrain Electrification	Maint/Rehab	SF-010028	30,660		9,533	54,700	141,100	141,100	141,100	562,200	1,225,000
SF	GGBHTD	Local Rd	Golden Gate Bridge - Moveable Median Barrier	SystMgmt	SF-070037	5,000		20,000						25,000
SF	MTC	Local Rd	City CarShare Pilot Program	SystMgmt	SF-050043	2,986								2,986
SF	MTC	Local Rd	Regional Planning Activities and PPM - SF County	SystMgmt	SF-090030	7,333	1,404	491	161					9,836
SF	Port of SF	Transit	Embarcadero Corridor Transportation	SystMgmt	SF-070009	350	500			1,000	1,000	1,000	3,500	5,350
SF	Port of SF	Transit	San Francisco Downtown Ferry Terminal	Maint/Rehab	SF-070010	2,800				1,000	1,000	1,000	16,200	20,000
SF	Port of SF	Transit	Fishermans Wharf Ferry Terminal Improvements	Maint/Rehab	SF-070012	1,000				1,000	1,000	1,000	6,000	8,000
SF	Port of SF	Local Rd	Pier 70 Shoreline Open Space Improvements	SystMgmt	SF-070014		1,000							1,000
SF	Port of SF	Local Rd	San Francisco Cargo Way Bay Trail Bike Lanes	Expansion	SF-110014	474								474
SF	SF City/County	Local Rd	Local PDA Planning - San Francisco	SystMgmt	SF-110047		2,689							2,689
SF	SF County TA	Transit	Geary Bus Rapid Transit	Expansion	SF-070004		1,000	1,000					148,300	183,700
SF	SF County TA	Transit	Van Ness Avenue Bus Rapid Transit	Expansion	SF-070005	6,419	1,477	5,096	9,910	39,425	39,425	39,425	58,048	125,432
SF	SF County TA	State Hwy	Yerba Buena Island (YBI) Ramp Improvements	Maint/Rehab	SF-070027	15,597	82,460	10,000	44,140	22,591	22,591	22,591		233,447
SF	SF County TA	Transit	Oakdale Caltrain Station	Expansion	SF-090011	74	402	3,200		1,497	1,497	1,497		5,173
SF	SF County TA	Local Rd	Integrated Public-Private Partnership TDM Program	SystMgmt	SF-110011	1,000	25							1,025
SF	SF County TA	Local Rd	San Francisco Parking Pricing and Regulation Study	SystMgmt	SF-110038		600							600
SF	SF County TA	Local Rd	Treasure Island Congestion Pricing Program	SystMgmt	SF-110049		725			2,000	2,000	2,000	8,000	10,725
SF	SF County TA	Local Rd	Treasure Is/Yerba Buena Is Street Improvements	Expansion	SF-130004			500		1,000	1,000	1,000	45,460	47,960
SF	SF County TA	Transit	Treausure Island Pricing Mobility Improvements	SystMgmt	SF-130005					1,000	1,000	1,000	21,500	23,500
SF	SF County TA	State Hwy	HOV Lanes on US 101 in SF - Project Development	Expansion	SF-130008		2,000							2,000
SF	SF County TA	Local Rd	HOV Ramps: I-280/6th St Ramps-Project	SystMgmt	SF-130009			2,000						2,000
SF	SF County TA	Transit	Construct Treasure Island Bus Terminal Facility	Expansion	SF-130010		200		590	2,000	2,000	2,000		2,790
SF	SF County TA	State Hwy	US 101 Doyle Drive Replacement	Maint/Rehab	SF-991030	603,339	116,648	35,400	116,797	28,692	28,692	28,692		1,973,657
SF	SF DPW	Local Rd	4th St Bridge Seismic Retrofit & Rehab	Maint/Rehab	SF-010004	40,408	12,132							52,540
SF	SF DPW	Local Rd	Bayview Transportation Improvements	Expansion	SF-010038	10,375		500	500				25,795	37,170
SF	SF DPW	Local Rd	Citywide:San Francisco Street Improvements	Maint/Rehab	SF-050042	15,374	1,485							16,859
SF	SF DPW	State Hwy	SR 1 - 19th Avenue Median Improvements	SystMgmt	SF-070025	1,337								1,337
SF	SF DPW	Local Rd	Harney Way Roadway Widening	Expansion	SF-090004	300	1,700						22,050	24,050
SF	SF DPW	Local Rd	San Francisco - Arelious Walker Stairway Imps.	Maint/Rehab	SF-090036	1,030	200							1,230
SF	SF DPW	Local Rd	San Francisco Point Lobos Streetscape	SystMgmt	SF-090038	585	10							595
SF	SF DPW	Local Rd	Great Highway Restoration	Maint/Rehab	SF-110005	2,864		990	1,330				7,945	13,129
SF	SF DPW	Local Rd	Hunters Pt Shipyard and Candlestick Pt Local Roads	Expansion	SF-110006	50	2,000						331,100	338,150

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SF	SF DPW	Local Rd	San Francisco - Folsom Streetscape and Rehab	Maint/Rehab	SF-110007	5,543								5,543
SF	SF DPW	Local Rd	San Francisco - Broadway Streetscape and Rehab	Maint/Rehab	SF-110009	1,912								1,912
SF	SF DPW	Local Rd	South of Market Alleyways Improvements, Phase 2	SystMgmt	SF-110012	574	1,766							2,340
SF	SF DPW	Local Rd	San Francisco - Marina Green Bicycle Trail Imps.	Maint/Rehab	SF-110013	1,257								1,257
SF	SF DPW	Local Rd	SF- Better Market Street Transportation Elements	SystMgmt	SF-130001		500		500	500	500	500	204,400	206,400
SF	SF DPW	Local Rd	Southeast Waterfront Transportation Improvements	Expansion	SF-130006			105,572					148,709	254,281
SF	SF DPW	Local Rd	HOPE SF Street Grid Phase 1	Expansion	SF-130007			1,000	5,000	4,000	4,000	4,000		10,000
SF	SFDPH	Local Rd	San Franscico SR2S - Education and Outreach	SystMgmt	SF-110015	590								590
SF	SFMTA	Transit	SF Muni Third St LRT Phase 2 - New Central	Expansion	SF-010037	561,306	81,030		697,964	229,700	229,700	229,700		1,570,000
SF	SFMTA	Transit	Misc Security Improvements & Graffiti Prevention	Maint/Rehab	SF-030004	26,456								26,456
SF	SFMTA	Transit	SFMTA: Wayside Fare Collection Equipment	Maint/Rehab	SF-030013	38,816								38,816
SF	SFMTA	Transit	SFMTA:Train Control & Trolley Signal	Maint/Rehab	SF-050024	53,020								53,020
SF	SFMTA	Transit	SFMTA: Escalator Rehabilitation	Maint/Rehab	SF-050026	20,290								20,290
SF	SFMTA	Transit	Light Rail Vehicle Overhaul Program	Maint/Rehab	SF-050034	41,172	11,133							52,305
SF	SFMTA	Transit	Glen Park Intermodal Facility	Expansion	SF-050039	3,846	450							4,296
SF	SFMTA	Transit	Historic Streetcar Extension to Fort Mason	Expansion	SF-070003	500	200	200	200	200	200	200		1,500
SF	SFMTA	Transit	Central Control - Facility Replacement	Maint/Rehab	SF-070007	12,747								12,747
SF	SFMTA	State Hwy	SFGO-Corridor Management	SystMgmt	SF-070030	54,871								54,871
SF	SFMTA	Local Rd	San Francisco Bicycle Route Improvements	Expansion	SF-070036	3,115	1,100	1,250						5,465
SF	SFMTA	Local Rd	SF Downtown Parking Pricing	SystMgmt	SF-070040	46,000	525							46,525
SF	SFMTA	Transit	SFMTA: Trolley Coach Replacement	Maint/Rehab	SF-070045	94,860	15,847	17,511						128,218
SF	SFMTA	Transit	SFMTA: Rehab 170 Neoplans	Maint/Rehab	SF-070046	18,290								18,290
SF	SFMTA	Transit	Additional Light Rail Vehicles to Expand Muni Rail	Expansion	SF-090012	500	700						43,273	44,473
SF	SFMTA	Transit	Geneva/Harney Limited/Express Bus Service	Expansion	SF-090013					1,000	1,000	1,000	26,000	28,000
SF	SFMTA	Transit	Transit Center in Hunters Point	Expansion	SF-090016	4,300	2,000						15,700	22,000
SF	SFMTA	Transit	Express/Ltd Bus Service into Hunters Point (north)	Expansion	SF-090017	800		2,000					19,000	21,800
SF	SFMTA	Transit	Oakdale-Palou Interim High-Capacity Bus Corridor	Expansion	SF-090018	1,000	2,000	2,000					17,000	22,000
SF	SFMTA	Transit	Extended Trolleybus Service into Hunters Point	Expansion	SF-090019	2,700							48,300	51,000
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Geneva	Expansion	SF-090020	4,600							28,400	34,000
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Geneva	Expansion	SF-090021	8,800	1,000			1,200	1,200	1,200	42,000	53,000
SF	SFMTA	Transit	Geneva-Harney BRT to Hunters Point - Harney	Expansion	SF-090023			3,230		5,000	5,000	5,000	72,680	80,910
SF	SFMTA	Local Rd	San Francisco - Various Pedestrian Signal Upgrades	SystMgmt	SF-090029	466								466
SF	SFMTA	Transit	SF Muni - Preventive Maintenance	Maint/Rehab	SF-090031	13,285	1,808							15,093
SF	SFMTA	Transit	SFMTA: TEP Capital Implementation Program	SystMgmt	SF-090032	6,624		1,000						7,624
SF	SFMTA	Transit	SFMTA. Paratransit Vehicle Replacements	Maint/Rehab	SF-090035	4,153	5,205							9,358
SF	SFMTA	Transit	Phelan Loop Pedestrian and Street Beautification	Expansion	SF-090037	10,122	574							10,696
SF	SFMTA	Local Rd	San Francisco Bicycle Parking	Expansion	SF-090039	235								235
SF	SFMTA	Local Rd	Church and Duboce Bike/Ped Enhancements	SystMgmt	SF-090041	474								474

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SF	SFMTA	Local Rd	Sunset Boulevard Ped Safety and Education	SystMgmt	SF-090042	666	633							1,299
SF	SFMTA	Transit	SFMTA: Replace 45 NABI Motor Coaches & 17	Maint/Rehab	SF-090043	31,114	30,578							61,693
SF	SFMTA	Local Rd	Mission Bay/UCSF Multi-Modal Transportation	Expansion	SF-110002	11,890	11,382						39,010	62,282
SF	SFMTA	Local Rd	Second St Phase 1 - SFgo Signal Rehab and	SystMgmt	SF-110008	841								841
SF	SFMTA	Transit	SFMTA Transportation Asset Management System	Maint/Rehab	SF-110010	11,000								11,000
SF	SFMTA	Transit	San Francisco Market & Haight St.Transit/Ped Imps	SystMgmt	SF-110016	4,572								4,572
SF	SFMTA	Local Rd	Sunset and AP Giannini SR2S Improvements	Expansion	SF-110029	150	654							804
SF	SFMTA	Local Rd	Linked Priced Electric Bikesharing	Expansion	SF-110037	1,280	3,175							4,456
SF	SFMTA	Local Rd	SF Ped Safety and Encouragement Campaign	SystMgmt	SF-110039	149	851							1,000
SF	SFMTA	Local Rd	SF Crosswalk Conversion	SystMgmt	SF-110040		96	282						378
SF	SFMTA	Transit	SFMTA: N-Judah Customer First Program	SystMgmt	SF-110042	5,384	716							6,100
SF	SFMTA	Transit	SFMTA: Mission Customer First Program	SystMgmt	SF-110043	5,383	5,057							10,440
SF	SFMTA	Transit	SFMTA: 8X Customer First Program	SystMgmt	SF-110045		11,637							11,637
SF	SFMTA	Transit	SFMTA: Replace 58 40' Neoplan Buses	Maint/Rehab	SF-110050		12,270	29,119						41,389
SF	SFMTA	Transit	SFMTA: Replace 26 60' Neoplan Buses	Maint/Rehab	SF-110051		12,581	13,493						26,073
SF	SFMTA	Transit	SFMTA - Free Muni for Youth Program	Operations	SF-110052		1,807							1,807
SF	SFMTA	Local Rd	Implement Parkmerced Street Network	Expansion	SF-130002		500						46,960	47,960
SF	SFMTA	Transit	19th Ave. & Parkmerced M-Line Realignment	Expansion	SF-130003								78,940	80,940
SF	SFMTA	Transit	SF Muni Rail Replacement Program	Maint/Rehab	SF-95037B	140,067	36,840	46,240						223,147
SF	SFMTA	Transit	SFMTA: Cable Car Vehicle Renovation Program	Maint/Rehab	SF-970073	19,955	1,200	1,200						22,355
SF	SFMTA	Transit	SFMTA: Trolley Overhead Recon. Program	Maint/Rehab	SF-970170	142,458	1,845							144,303
SF	SFMTA	Transit	Global Positioning System	SystMgmt	SF-990003	19,427	9,500							28,927
SF	SFMTA	Transit	Islais Creek Motor Coach Facility	Maint/Rehab	SF-990004	120,985								120,985
SF	SFMTA	Transit	SFMTA: ADA Paratransit operating support	Operations	SF-990022	178,248	14,335	14,400						206,983
SF	SFMTA	Transit	Cable Car Traction Power & Guideway Rehab	Maint/Rehab	SF-99T002	68,240								68,240
SF	SFMTA	Transit	SFMTA: Historic Rail Car rehabilitation	Maint/Rehab	SF-99T005	87,394								87,394
SF	TBJPA	Transit	Transbay Term/Caltrain Downtown Ext - Ph.1	Expansion	SF-010015	887,322	63,826	123,881	211,985	301,762	301,762	301,762		1,588,776
SF	TBJPA	Transit	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	Expansion	SF-050002	76,811							1,957,000	2,595,811
SF	TBJPA	Transit	Transbay Transit Center - TIFIA Loan Debt Service	Expansion	SF-070029								1,070,972	1,075,061
SF	WETA	Transit	WETA: Replace Ferry Vessels	Maint/Rehab	SF-110053		18,500	3,240						21,740
Totals for San Francisco County						3,621,848	598,112	456,587	1,146,777	785,667	785,667	785,667	5,114,443	13,898,873

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	San Mateo County													
SM	BART	Transit	BART: Preventive Maintenance	Maint/Rehab	SM-050005	33,214								33,214
SM	BART	Transit	Daly City BART Station Improvements	SystMgmt	SM-070030	1,290								1,290
SM	Brisbane	State Hwy	US 101/Candlestick Interchange	SystMgmt	SM-090004	490	400						13,000	13,890
SM	Brisbane	Local Rd	Bayshore Corridor North South Bikeway	Expansion	SM-090041	803								803
SM	CCAG	Local Rd	San Mateo Countywide ITS Improvements	SystMgmt	SM-070002				800	3,498	3,498	3,498		4,298
SM	CCAG	State Hwy	Dumbarton Bridge to US101 Connection Study	SystMgmt	SM-070029				478					478
SM	CCAG	Local Rd	San Mateo County Traffic Incident Management	SystMgmt	SM-070037	25,817	1,715							27,532
SM	CCAG	Local Rd	San Mateo County SR2S Program	SystMgmt	SM-110022	1,615	2,992							4,607
SM	Caltrain	Transit	San Mateo Bridges Replacement	Maint/Rehab	SM-010054	17,785	72	9,000					10,086	36,943
SM	Caltrain	Transit	Caltrain: Systemwide Security	SystMgmt	SM-030010	15,213	939							16,152
SM	Caltrain	Transit	Caltrain: ADA Operating Set-aside	Operations	SM-050040	1,443		99						1,542
SM	Caltrain	Transit	Caltrain South Terminal Phase II and III	Expansion	SM-070008	1,500			14,000					15,500
SM	Caltrain	Transit	VMS-PA Systems Integration	SystMgmt	SM-070032	1,100								1,100
SM	Caltrain	Transit	Narrow Banding Project	Maint/Rehab	SM-090001	2,593								2,593
SM	Caltrain	Transit	Caltrain Grade Separation Program	SystMgmt	SM-090021	147,050								147,050
SM	Caltrans	State Hwy	US 101 Auxiliary Lanes - 3rd to Millbrae	Expansion	SM-010031	188,240								188,240
SM	Caltrans	State Hwy	US 101 Auxiliary Lanes - Marsh Road to SCL	Expansion	SM-030001	107,223								107,223
SM	Caltrans	State Hwy	US 101 / Broadway Interchange Improvement	Expansion	SM-050028	19,451		60,377						79,828
SM	Caltrans	State Hwy	San Mateo County: Install TMS Elements	SystMgmt	SM-090023	2,163								2,163
SM	Caltrans	State Hwy	I-280 Wildlife Connectivity Research	SystMgmt	SM-110004	382	86							468
SM	Caltrans	State Hwy	SR 1 Devils Slide Bypass	Maint/Rehab	SM-979013	504,893								504,893
SM	Daly City	State Hwy	SR 82 Daly City-Mission St. Pedestrian Imps.- Ph I	SystMgmt	SM-050046	2,632								2,632
SM	Daly City	Local Rd	Daly City - Citywide Accessibility Improvements	Expansion	SM-110009	520								520
SM	East Palo Alto	Local Rd	Bay Rd Improvement Phase II & III	Maint/Rehab	SM-070004	1,424	1,842	8,614						11,880
SM	East Palo Alto	Local Rd	US 101 University Ave Overpass Bike/Ped Facility	Expansion	SM-070006		340	2,059						2,399
SM	Foster City	Local Rd	Foster City - Triton Drive Widening	Expansion	SM-090005	150	650							800
SM	Foster City	State Hwy	State Route 92/Chess Drive - Ramp Widening	Expansion	SM-090006		970		1,500					2,470
SM	Half Moon Bay	State Hwy	Route 1 improvements in Half Moon Bay	Expansion	SM-090015			650	6,400					7,050
SM	Half Moon Bay	State Hwy	Highway 1 Bicycle/Pedestrian Trail	SystMgmt	SM-110027	595								595
SM	MTC	Local Rd	Regional Planning Activities and PPM - San Mateo	SystMgmt	SM-090024	7,104	1,113	353	355	165	165	165		9,552
SM	MTC	Local Rd	Local PDA Planning - San Mateo	SystMgmt	SM-110067		1,817							1,817
SM	MTC	Tollway	Dumbarton Bridge Seismic Retrofit	Maint/Rehab	SM-130001		31,000	2,600						33,600
SM	Menlo Park	Local Rd	Menlo Park 2010/11 Resurfacing of Federal Aid	Maint/Rehab	SM-110014	450								450
SM	Millbrae	Local Rd	US 101 Millbrae Ave Bike/Ped Bridge	Expansion	SM-050053					1,062	1,062	1,062	11,400	12,462
SM	Pacifica	State Hwy	SR 1 - Fassler to West Port Drive Widening	Expansion	SM-050001	4,500	11,550		11,300					50,550
SM	Pacifica	State Hwy	SR1 San Pedro Creek Bridge Replacement	Maint/Rehab	SM-050052	4,450	659	7,641						12,750
SM	Pacifica	Local Rd	FY 2014-15 Linda Mar Boulevard Pavement Rehab	Maint/Rehab	SM-110073			50	487					537

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SM	Redwood City	Local Rd	Blomquist Street Extension	Expansion	SM-090007				100				4,900	5,000
SM	Redwood City	Local Rd	Bair Island Bay Trail Facility and Improvements	Expansion	SM-110025	431								431
SM	Redwood City	Local Rd	Middlefield Rd and Woodside Rd Intersection	Expansion	SM-110065			85	340					425
SM	SMCTA	State Hwy	SR 92 Shoulder Widening & Curve Correction	Expansion	SM-010002			600					4,700	5,300
SM	SMCTA	State Hwy	US 101 / Willow Road Interchange Reconstruction	Maint/Rehab	SM-010047	8,480	3,000	4,000	20,471					35,951
SM	SMCTA	Transit	Dumbarton Rail Service (PE and ROW only)	Expansion	SM-050002	88,827		121,309	91,000					301,136
SM	SMCTA	State Hwy	US 101 / Woodside Interchange Improvement	Expansion	SM-050027	7,700			2,400				38,300	50,300
SM	SMCTA	State Hwy	Construct WB lane on Rte 92	Expansion	SM-090003				600				20,200	20,800
SM	SMCTA	State Hwy	US 101 Aux lanes from Sierra Point to SF Cnty Line	Expansion	SM-090009		500		500	1,300	1,300	1,300	4,300	6,600
SM	SMCTA	State Hwy	I-280/Route 1 interchange safety improvements	SystMgmt	SM-090010					300	300	300	19,800	20,100
SM	SMCTA	Local Rd	Woodside Road Widening - El Camino to Broadway	Expansion	SM-090011								1,900	2,600
SM	SMCTA	State Hwy	Improve Rte 92 from SM Bridge to I-280	Expansion	SM-090013					700	700	700	34,500	35,200
SM	SMCTA	State Hwy	Improve US 101 operations near Rte 92	SystMgmt	SM-090014		1,300			2,411	2,411	2,411	22,700	26,411
SM	SSF	State Hwy	Utah Avenue (Produce Avenue) Overcrossing	Expansion	SM-110003			1,540					14,430	15,970
SM	SSF	Local Rd	South San Francisco: Regional Gap Closure Project	Expansion	SM-110023	342								342
SM	SamTrans	Transit	SAMTRANS: Preventive Maintenance	Maint/Rehab	SM-030023	45,871	8,621							54,492
SM	SamTrans	State Hwy	SR 82 - El Camino Real Grand Boulevard Initiative	SystMgmt	SM-050051	3,413	385	701						4,499
SM	SamTrans	Transit	Facility/Equipment Rehabilitation/Replacement	Maint/Rehab	SM-070049	300		932						1,233
SM	SamTrans	Local Rd	Making the Last Mile Connection TDM Program	SystMgmt	SM-110005	1,818								1,818
SM	SamTrans	Transit	GBI: Removing Barriers to Livable Communities	SystMgmt	SM-110006			1,397						1,397
SM	SamTrans	Transit	SAMTRANS: Advanced Communication System	SystMgmt	SM-110053	9,569	369	3,317						13,254
SM	SamTrans	Transit	Reconfiguration of San Carlos Transit Center	SystMgmt	SM-110054			4,984						4,984
SM	SamTrans	Transit	Samtrans - Replace 62 1998 Gillig Buses	Maint/Rehab	SM-110062			35,630						35,630
SM	SamTrans	Transit	SamTrans - Replacement of Articulated Bus Fleet	Maint/Rehab	SM-110068				4,876				20,000	24,876
SM	SamTrans	Transit	Replacement of 19 2007 Cutaway Buses	Maint/Rehab	SM-110069			2,297						2,297
SM	SamTrans	Transit	SAMTRANS: Replacement of 14 2009 Minivans	Maint/Rehab	SM-110070			793						793
SM	SamTrans	Transit	SAMTRANS: ADA Paratransit Operating Subsidy.	Operations	SM-990026	3,474	2,490	1,257						7,221
SM	San Bruno	State Hwy	SR 82 El Camino Real: Grand Boulevard Initiative	SystMgmt	SM-070031	1,079								1,079
SM	San Bruno	Local Rd	San Bruno Street Medians and Grand Blvd Imps	SystMgmt	SM-110011	838								838
SM	San Bruno	Local Rd	San Bruno Transit Corridor Ped Connection Imps	SystMgmt	SM-110012	338								338
SM	San Carlos	State Hwy	US101/Holly Interchange modification	SystMgmt	SM-090008	500	1,500	1,500						6,600
SM	San Carlos	Local Rd	San Carlos Pavement Rehab Program	Maint/Rehab	SM-110019	530								530
SM	San Carlos	Local Rd	East Side Community Transit Connectivity Imps	Expansion	SM-110028	2,771								2,771
SM	San Mateo	Local Rd	Smart Corridor Initial Implementation Project	Operations	SM-090054	1,940								1,940
SM	San Mateo	Local Rd	Delaware Street Bike Lane and Streetscape	Expansion	SM-110007	1,205								1,205
SM	San Mateo	State Hwy	El Camino Real Phase I Improvement	SystMgmt	SM-110010	1,102								1,102
SM	San Mateo	State Hwy	SR92/El Camino Real (SR82) Ramp Modifications	SystMgmt	SM-110047	125	1,175	405	2,895					10,600
SM	San Mateo	Local Rd	North Central Pedestrian Improvement Program	SystMgmt	SM-110064			85	340					425

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SM	San Mateo Co	Local Rd	CSRT South of Dam Conversion	Expansion	SM-110024	451	674							1,125
SM	San Mateo Co	Local Rd	Resurfacing of Pescadero Creek Road	Maint/Rehab	SM-110035	1,210								1,210
SM	San Mateo Co	Local Rd	CSRT South of Hwy 92 Conversion	Expansion	SM-110063		1,405							1,405
SM	WETA	Transit	WETA: Redwood City Ferry Service	Expansion	SM-110002		15,000							15,000
Totals for San Mateo County						1,276,404	92,564	272,277	158,841	9,436	9,436	9,436	220,216	2,065,100

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	Solano County													
SOL	Benicia	Transit	Military/Southampton & Military/First Intermodal	Expansion	SOL010031	3,000								3,000
SOL	Benicia	Transit	Benicia Indust. Park Multi-Modal Transit Area Plan	Expansion	SOL110008			1,250						1,250
SOL	Caltrans	State Hwy	I-80/I-680 Aux Lanes Improvement Landscaping	SystMgmt	SOL050003		760	1,784						2,544
SOL	Caltrans	Local Rd	Suisun Valley Rd Bridge Replacement 23C0077	Expansion	SOL050006	3,421								3,421
SOL	Caltrans	State Hwy	I-80 Alamo Creek On-Ramp and Bridge Widening	Expansion	SOL070002	3,924								3,924
SOL	Caltrans	State Hwy	I-80/I-680 Mitigation Landscaping	SystMgmt	SOL070014	50								50
SOL	F-S Transit	Transit	Fairfield-Suisun Transit: Operating Assistance	Operations	SOL010006	39,452	4,740	2,403						46,596
SOL	F-S Transit	Transit	Fairfield Transit: 1 Gillig Bus Replacement	Expansion	SOL110041			705						705
SOL	F-S Transit	Transit	Oliver Road Park and Ride	SystMgmt	SOL130001	1,165	150	612						1,927
SOL	FHWA	Local Rd	San Pablo Bay Entrance Rehabilitation	Maint/Rehab	SOL030015	625								625
SOL	Fairfield	Transit	Fairfield/Vacaville Intermodal Rail Station	Expansion	SOL030002	21,908	17,692							39,600
SOL	Fairfield	Transit	Fairfield - Fareboxes Purchase & Implementation	Maint/Rehab	SOL090008	172								172
SOL	Fairfield	Transit	Fairfield Transportation Center - Phase 3	Expansion	SOL110007	1,773		6,750						8,523
SOL	Fairfield	Transit	Transit Vehicle Replacement	Maint/Rehab	SOL110027	2,800		1,029						3,829
SOL	MTC	Local Rd	Regional Planning Activities and PPM - Solano	SystMgmt	SOL090006	6,874	606	192	191	98	98	98		8,235
SOL	MTC	State Hwy	I-80 Express Lanes (Vacaville)	Expansion	SOL110001	600			2,000				134,400	139,000
SOL	MTC	State Hwy	I-80 HOV conversion to Express Lanes (Fairfield)	Expansion	SOL110002	500							20,500	21,000
SOL	MTC	Local Rd	Local PDA Planning - Solano	SystMgmt	SOL110039		1,205							1,205
SOL	STA	State Hwy	I-80/I-680/SR 12 Interchange Project	Expansion	SOL070020	46,680	88,136	3,413					579,691	717,920
SOL	STA	State Hwy	EB I-80 Cordelia Truck Scales Relocation Project	Expansion	SOL090003	98,883								98,883
SOL	STA	Local Rd	Jepson: Vanden Road from Peabody to Leisure	Expansion	SOL110003	8,700				18,600	18,600	18,600		27,300
SOL	STA	Local Rd	Jepson: Walters Rd Ext - Peabody Rd Widening	Expansion	SOL110004	1,454							11,977	13,431
SOL	STA	Local Rd	Jepson: Leisure Town Road from Vanden to Elmira	Expansion	SOL110005	1,926			1,016	15,253	15,253	15,253		21,880
SOL	STA	Local Rd	Jepson: Leisure Town Road from Elmira to Orange	Expansion	SOL110006	995			893	10,300	10,300	10,300		12,188
SOL	STA	Local Rd	Solano Safe Routes to School Program	SystMgmt	SOL110019	1,031								1,031
SOL	STA	Transit	Eastern Solano / SNCI Rideshare Program	SystMgmt	SOL110020	503								503
SOL	STA	Local Rd	Dixon West B. St Bike/Pedestrian Undercrossing	Expansion	SOL110024	1,105	5,670							6,775
SOL	SolTrans	Transit	SolTrans: Preventive Maintenance	Maint/Rehab	SOL070032		1,156							1,156
SOL	SolTrans	Transit	SolTrans: AVL Technology	Maint/Rehab	SOL090028		2,160							2,160
SOL	SolTrans	Transit	SolTrans: Bus Maintenance Facility Renovation	Maint/Rehab	SOL090033		1,500							1,500
SOL	SolTrans	Transit	Bus Replacement (Alternative Fuel)	Maint/Rehab	SOL090034		2,090							2,090
SOL	SolTrans	Transit	SolTrans: ADA Paratransit Operating Subsidy	Operations	SOL110025		1,574	843						2,417
SOL	SolTrans	Transit	SolTrans: Capital Maintenance - Fuel	Operations	SOL110033	401								401
SOL	SolTrans	Transit	SolTrans: Technology Enhancements	SystMgmt	SOL110038		376							376
SOL	SolTrans	Transit	SolTrans: Operating Assistance	Operations	SOL110040		13,840	6,072						19,912
SOL	Solano County	Local Rd	Cordelia Hills Sky Valley	Expansion	SOL070012	175	2,575							2,750
SOL	Solano County	Local Rd	Travis AFB: South Gate Improvement Project	Expansion	SOL070021	187	160	2,200						2,547

Project Comprehensive Funding Report by Fiscal Year

Report sorted by County, Sponsor and TIP ID *(All funding shown in thousands of dollars)*

County	Sponsor	System	Project Title	Purpose	TIP ID	Prior	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	Future	Total Funding
SOL	Solano County	State Hwy	Redwood-Fairgrounds Dr Interchange Imps (Study)	Expansion	SOL090015	1,609								1,609
SOL	Solano County	Local Rd	Vacaville-Dixon Bicycle Route (Phase 5)	SystMgmt	SOL090035	847								847
SOL	Solano County	Local Rd	Roadway Preservation in Solano County	Maint/Rehab	SOL110036		124	1,236						1,360
SOL	Suisun City	Local Rd	Grizzly Island Trail - Phase 1	Expansion	SOL110012	2,164								2,164
SOL	Vacaville	Transit	Vacaville Transit: Operating Assistance	Operations	SOL010007	11,589	1,970	985						14,544
SOL	Vacaville	Local Rd	Ulatis Creek Bike Path - Ulatis to Leisure Town	Expansion	SOL070026	1,071								1,071
SOL	Vacaville	State Hwy	I-505/Vaca Valley Off-Ramp and Intersection	Operations	SOL090001	240		1,300						1,540
SOL	Vacaville	Transit	Vacaville Intermodal Station - Phase 2	Expansion	SOL110009	2,077							11,200	13,277
SOL	Vacaville	Local Rd	Vacaville Transit - Curb Ramps	SystMgmt	SOL110034		50							50
SOL	Vacaville	Transit	Vacaville Transit : Procure 3 Fixed Route Buses	Expansion	SOL110042		1,785							1,785
SOL	Vacaville	Local Rd	Vacaville 2014 Street Preservation	Maint/Rehab	SOL110043		60	1,391						1,451
SOL	Vacaville	Transit	Vacaville: Bus maintenance facility upgrades	SystMgmt	SOL950024	1,699								1,699
SOL	Vacaville	Transit	Vacaville: Purchase bus shelters	Maint/Rehab	SOL97AM70	882								882
SOL	Vacaville	Transit	Purchase Transit Equipment - Fareboxes and	Maint/Rehab	SOL991099	423								423
SOL	Vallejo	Transit	Vallejo Curtola Transit Center	Expansion	SOL050012	1,500	1,800	8,450						11,750
SOL	Vallejo	Local Rd	Vallejo: Downtown Streetscape	SystMgmt	SOL050048	5,960								5,960
SOL	Vallejo	Local Rd	Vallejo Downtown Streetscape - Phase 3	SystMgmt	SOL110035			2,556						2,556
SOL	Vallejo	State Hwy	Sonoma Boulevard Improvements HSIP5-04-031	SystMgmt	SOL110037			352						352
SOL	Vallejo	Transit	Vallejo Ferry Terminal (Intermodal Station)	Expansion	SOL950035	79,130								79,130
SOL	Vallejo	State Hwy	I-80 / American Canyon Rd overpass	Expansion	SOL990018								5,230	5,230
SOL	WETA	Transit	North Bay Operations and Maintenance Facility	Expansion	SOL991032	7,795	13,500		6,900					28,195
Totals for Solano County						365,290	163,680	43,523	11,000	44,251	44,251	44,251	762,998	1,396,701

Project Comprehensive Funding Report by Fiscal Year

Report sorted by County, Sponsor and TIP ID *(All funding shown in thousands of dollars)*

County	Sponsor	System	Project Title	Purpose	TIP ID	Prior	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	Future	Total Funding
	Sonoma County													
SON	Caltrans	State Hwy	Son 101 HOV - SR 12 to Steele & Steele Lane I/C	Expansion	SON010001	2,786			2,180					4,966
SON	Caltrans	Local Rd	Replace Laughlin Bridge over Mark West Crk	Expansion	SON050001	825		60						5,885
SON	Caltrans	Local Rd	Son 101 HOV - Santa Rosa Bike/Ped Beautification	Expansion	SON050002	5,694								5,694
SON	Caltrans	Local Rd	Rehab King Ridge Bridge over Austin Crk 20C0433	Expansion	SON070026	250	200	85						2,038
SON	Caltrans	State Hwy	HWY 101 HOV Lane 12/Steele - Follow-up College	Expansion	SON110001	6,830	2,900							9,730
SON	Caltrans	State Hwy	Watershed Awareness Signs	SystMgmt	SON110002	141								141
SON	Caltrans	State Hwy	Son 101 HOV - Rohnert Park Expwy to Santa Rosa	Expansion	SON950005	89,715								89,715
SON	Cotati	Local Rd	Downtown Specific Plan Area Revitalization	SystMgmt	SON110007	730	1,320							2,050
SON	Cotati	Transit	City of Cotati Train Depot	Expansion	SON110015	4,191	250							4,441
SON	FWLS	Local Rd	San Pablo Bay NWR Access Road in Petaluma	Expansion	SON110030	23,480								23,480
SON	Healdsburg	Local Rd	Healdsburg Foss Creek Bicycle/Ped Pathway	Expansion	SON050017	2,658	1,230							3,888
SON	Healdsburg	Local Rd	Pedestrian Safety and Access Improvements	SystMgmt	SON110054			255						255
SON	MTC	Local Rd	Regional Planning Activities and PPM - Sonoma	SystMgmt	SON090008	7,183	374	373		125	125	125		8,398
SON	MTC	Local Rd	Stewarts Point Rancheria EV Pilot Program	SystMgmt	SON110034		376							376
SON	MTC	Local Rd	Local PDA Planning - Sonoma	SystMgmt	SON110053		1,635							1,635
SON	NBFS	Transit	Ferry Service to Port Sonoma	Expansion	SON070013		23,171							23,171
SON	Petaluma	Transit	Petaluma Transit: Preventive Maintenance	Maint/Rehab	SON090009	554								554
SON	Petaluma	Transit	Petaluma Paratransit: Replace 2 Vans	Maint/Rehab	SON090029	226								226
SON	Petaluma	Transit	Petaluma Transit: Electronic Fareboxes	Maint/Rehab	SON090030	150								150
SON	Petaluma	Transit	Petaluma Transit Maintenance Facility Rehab: Ph 1	Maint/Rehab	SON110004	750								750
SON	Petaluma	Local Rd	Petaluma Boulevard South Road Diet	SystMgmt	SON110006	885								885
SON	Petaluma	Local Rd	Sonoma Mountain Parkway Rehabilitation	Maint/Rehab	SON110014	1,171								1,171
SON	Petaluma	Transit	Petaluma Transit - Communications Equipment	SystMgmt	SON110032	58								58
SON	Petaluma	Transit	Petaluma Transit Maintenance Facility Rehab: Ph 2	Maint/Rehab	SON110033		1,000							1,000
SON	Petaluma	Transit	Petaluma: Replace 2 Paratransit Cutaways FY13	Maint/Rehab	SON110051		167							167
SON	Petaluma	Transit	Petaluma: Replace 2 Paratransit Cutaways FY14	Maint/Rehab	SON110052			171						171
SON	Rohnert Park	Local Rd	Copeland Creek Bike Path Reconstruction	Maint/Rehab	SON090032	740								740
SON	SMART	Transit	Sonoma Marin Area Rail Corridor	Expansion	SON090002	170,410	104,815	148,425	108,130					531,780
SON	Santa Rosa	Local Rd	SMART Bicycle and Pedestrian Path	Expansion	SON110017	1,266								1,266
SON	Santa Rosa	Local Rd	Chanate Rd Pedestrian and Transit Improvements	SystMgmt	SON110018	1,633								1,633
SON	SantaRosa Bus	Transit	Santa Rosa City Bus: Transit Enhancements	SystMgmt	SON030012	340	37	38						415
SON	SantaRosa Bus	Transit	Downtown Transit Mall Connectivity Improvements	SystMgmt	SON070012	2,358	100							2,458
SON	SantaRosa Bus	Transit	Hybrid Electric Bus Purchase (Replacement)	Maint/Rehab	SON070020	2,908	377	294						3,579
SON	SantaRosa Bus	Transit	Automated Vehicle Location System	SystMgmt	SON090007	1,038								1,038
SON	SantaRosa Bus	Transit	Santa Rosa CityBus: Operating Assistance	Operations	SON090023	10,545	3,358	3,405						17,308
SON	SantaRosa Bus	Transit	Santa Rosa CityBus: Preventative Maintenance	Maint/Rehab	SON090024	6,698	1,592	1,635						9,926
SON	SantaRosa Bus	Transit	SR City Bus - Capital Maintenance - Fuel	Operations	SON110045	512								512

Project Comprehensive Funding Report by Fiscal Year

Report sorted by County, Sponsor and TIP ID *(All funding shown in thousands of dollars)*

County	Sponsor	System	Project Title	Purpose	TIP ID	Prior	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	Future	Total Funding
SON	SantaRosa Bus	Transit	Santa Rosa City Bus: Fast-fill CNG Fueling Station	Maint/Rehab	SON110047		780			1,980	1,980	1,980		2,760
SON	Son Co Reg	Local Rd	Bodega Bay Trail Segments 1B and 1C	Expansion	SON070008	282		535						817
SON	Son Co Reg	Land/Trails	SMART Trail-Hearn Avenue to Joe Rodota Trail	Expansion	SON110013	1,122								1,122
SON	Son Co Reg	Local Rd	Central Sonoma Valley Trail	Expansion	SON110050			200	425					625
SON	Son Co TA	State Hwy	Son 101 HOV - Steele Lane to Windsor (North)	Expansion	SON010019	119,699							2,600	122,299
SON	Son Co TA	State Hwy	Son 101 HOV - Redwood Hwy to Rohnert Park	Expansion	SON010024	132,352							2,600	134,952
SON	Son Co TA	State Hwy	US 101/East Washington I/C Reconfiguration	Expansion	SON050015	20,268	300	820						21,388
SON	Son Co TA	State Hwy	US 101 Marin/Sonoma Narrows (Sonoma)	Expansion	SON070004	166,026	3,067		995				202,612	372,700
SON	Son Co TA	Local Rd	Improve U.S. 101/Old Redwood Highway	Expansion	SON090003	36,849								36,849
SON	Son Co TA	State Hwy	US 101 Airport I/C (North B)	SystMgmt	SON090005	35,416			7,392					42,808
SON	Son Co Transit	Transit	Sonoma Co Transit :Preventive Maintenance	Maint/Rehab	SON030005	9,702	1,600	1,600						12,902
SON	Son Co Transit	Transit	Sonoma County Transit: Bus Stop Improvement	SystMgmt	SON050021	94	12	13						119
SON	Son Co Transit	Transit	Sonoma County Transit: Replacement Bus Purchase	Maint/Rehab	SON070024	3,682								3,682
SON	Son Co Transit	Transit	Sonoma County Transit: Bus Yard Rehab.	Maint/Rehab	SON110003	575								575
SON	Son Co Transit	Transit	Sonoma County Transit: Replacement Bus Purchase	Maint/Rehab	SON110049		896	294						1,190
SON	Sonoma County	Local Rd	Replace Geysers Bridge over Sulpher Crk 20C0005	Expansion	SON090001	500		400	100					6,000
SON	Sonoma County	Local Rd	Replace Chalk Hill Bridge over Maacama Crk	Expansion	SON090025	573								6,773
SON	Sonoma County	Local Rd	Replace Lambert Bridge over Dry Creek 20C0248	Expansion	SON090026	600								5,700
SON	Sonoma County	Local Rd	Replace West Dry Creek Bridge over Pena Ck	Expansion	SON090027			400						5,650
SON	Sonoma County	Local Rd	Countywide Safe Routes to Schools Program	SystMgmt	SON110016	1,168								1,168
SON	Sonoma County	Local Rd	Replace Bohan Dillon Bridge over Gualala 20C0435	Expansion	SON110024	290	200	30						1,970
SON	Sonoma County	Local Rd	Replace Hauser Bridge over Gualala River 20C0240	Expansion	SON110025	350	221							2,969
SON	Sonoma County	Local Rd	Replace Freestone Flat Bridge over Salmon	Expansion	SON110026	253	310	50						3,256
SON	Sonoma County	Local Rd	2011/12 Asphalt Overlay Program	Maint/Rehab	SON110028	4,445								4,445
SON	Windsor	Local Rd	Windsor - Old Redwood Hwy Pedestrian Linkages	Expansion	SON070005	403								403
SON	Windsor	Local Rd	Hembree Lane Resurfacing	Maint/Rehab	SON110012	432								432
SON	Windsor	Local Rd	ORH at Lakewood Dr. Bike and Ped Facilities	Expansion	SON110044		127	652						779
Totals for Sonoma County						881,807	150,416	159,736	119,222	2,105	2,105	2,105	207,812	1,555,985
Totals for All Counties						21,111,27	3,979,623	3,598,057	3,213,072	2,013,657	2,013,657	2,013,657	13,829,11	51,874,717

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APPENDIX A – 53

2013 TIP Detail

Approval Letters

Approval Letters for the
2013 TIP
will be included as they are
received and
may be viewed at
http://www.mtc.ca.gov/funding/tip/2013/2013_TIP_approval_documentation.pdf

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APPENDIX A – 54

2013 TIP Detail

Fiscal Constraint for the 2013 TIP

TABLE 1: REVENUE

Metropolitan Transportation Commission (MTC)
2012/13 - 2015/16 Federal Transportation Improvement Program
DRAFT 2013 TIP
($'s in 1,000)

	Funding Source	4 YEARS (FSTIP Cycle)				
		FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
LOCAL	Sales Tax					
	-- City & County	$0	$0			$0
	-- County	$814,082	$844,860	$871,563	$896,075	$3,426,580
	Gas Tax					
	-- Gas Tax (Subventions to Cities)	$175,908	$167,033	$170,136	$175,188	$688,265
	-- Gas Tax (Subventions to Counties)	$136,262	$136,154	$137,978	$141,171	$551,565
	Other Local Funds					
	-- County General Funds	$0	$0			$0
	-- City General Funds					$0
	-- Street Taxes and Developer Fees	$0	$0			$0
	-- RSTP Exchange funds	$0	$0			$0
	Transit					
	-- Transit Fares	$801,067	$810,923	$838,244	$861,081	$3,311,315
	Tolls (e.g. non-state owned bridges)	$80,555	$103,197			$183,752
	Other (See Appendix 1)	$1,539,539	$1,703,887	$1,620,448	$1,686,689	$6,550,562
	Local Total					
REGIONAL	Tolls (e.g. non-state owned bridges) - Details in Revenue Appendix	$596,904	$599,848	$635,268	$639,051	$2,471,071
	-- Bridge	$596,904	$599,848	$635,268	$639,051	$2,471,071
	-- Corridor	$0	$0			$0
	Regional Transit Fares/Measures	$27,901	$28,056			$55,957
	Regional Sales Tax	$0	$0			$0
	Regional Bond Revenue	$0	$0			$0
	Regional Gas Tax	$0	$0			$0
	Vehicle Registration Fees (CARB Fees, SAFE)	$22,334	$22,745			$45,079
	Other (See Appendix 2)	$904,277	$915,087	$926,132	$937,421	$3,682,918
	Regional Total					
STATE	State Highway Operations and Protection Program	$447,788	$353,602	$359,872	$162,042	$1,323,304
	SHOPP (Including Augmentation)	$440,718	$353,602	$359,872	$162,042	$1,316,234
	SHOPP Prior	$0	$0	$0	$0	$0
	State Minor Program	$7,070	$0	$0	$0	$7,070
	State Transportation Improvement Program	$210,103	$80,126	$137,032	$106,354	$474,243
	STIP (including Augmentation)	$162,863	$42,879	$119,650	$97,304	$782,324
	Transportation Enhancement	$3,078	$9,269	$10,169	$7,356	$29,872
	STIP Prior	$38,526	$27,978	$7,213	$1,694	$75,411
	Transportation Enhancement	$5,636				$5,636
	Proposition 1 A	$101,148	$110,760	$39,200	$141,100	$392,208
	Proposition 1 B	$460,427	$176,244	$50,565	$4,774	$692,011
	GARVEE Bonds (Includes Debt Service Payments)	$89,100	$16,100	$16,100		$121,300
	Highway Maintenance (HM)	$29,462	$0			$29,462
	Traffic Congestion Relief Program (TCRP)	$40,000	$40,000	$39,739		$119,739
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	$151,768	$130,472			$282,240
	Safe Routes to School (SR2S)	$113		$338		$450
	State Emergency Repair Program	$0	$0			$0
	Other (See Appendix 3)	$196,453	$180,060	$186,677	$191,467	$752,864
	State Total					
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	$224,644	$207,295	$213,513	$219,919	$865,371
	5308 - Clean Fuel Formula Program	$4,320	$0	$0	$0	$4,320
	5309a - Fixed Guideway Modernization	$1,684	$0	$0	$0	$1,684
	5309b - New and Small Starts (Capital Investment Grants)	$153,682	$154,077	$854,292	$520,721	$1,682,772
	5309c - Bus and Bus Related Grants	$36,105	$37,549			$73,654
	5310 - Elderly & Persons with Disabilities Formula Program	$5,707	$5,787	$5,961	$6,140	$23,596
	5311 - Nonurbanized Area Formula Program	$2,035	$1,892	$1,948	$2,007	$7,990
	5311c - Public Transportation on Indian Reservation	$0	$0			$0
	5311f - Intercity Bus	$0	$0			$0
	5316 - Job Access and Reverse Commute Program	$2,887	$3,002	$0	$0	$5,889
	5317 - New Freedom	$2,216	$2,305	$0	$0	$4,521
	5320 - Transit in the Parks	$1,038	$0	$0	$0	$1,038
	FTA Transfer from Prior FTIP	$75,842	$56,171			$132,013
	Other (See Appendix 4)	$183,067	$184,894	$190,236	$195,042	$753,967
	Federal Transit Total					
FEDERAL HIGHWAY	Bridge Discretionary Program	$0	$0	$0	$0	$0
	Congestion Mitigation and Air Quality (CMAQ)	$69,061	$86,561	$88,561	$86,561	$330,743
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	$0	$0	$0	$0	$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	$0	$0	$0	$0	$0
	Federal Lands Highway	$14,443	$1,150	$2,769	$52	$18,414
	Ferry Boat Discretionary	$6,492	$2,400			$8,892
	High Priority Projects (HPP) and Demo	$39,865	$14,300	$2,293	$912	$57,370
	High Risk Rural Road (HRRR)	$0	$0	$0	$0	$0
	Highway Bridge Program (HBP)	$74,542	$49,873	$67,812	$54,144	$246,170
	Highway Safety Improvement Program (HSIP)	$12,022	$26,388	$0	$0	$38,410
	National Scenic Byways Program	$0	$0	$0	$0	$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	$0	$0	$0	$0	$0
	Public Lands Highway	$0	$0	$0	$0	$0
	Railway (Section 130)	$3,212	$0			$3,212
	Recreational Trails	$827	$0	$0	$0	$827
	Safe Routes to School (SRTS) (SAFETEA-LU)	$4,533	$11,378			$15,911
	Surface Transportation Program (Regional)	$85,297	$94,533	$94,533	$94,533	$368,897
	Transportation and Community and System Preservation Program	$395	$1,807	$735		$2,737
	Transportation Improvements (TI)	$4,882	$4,697			$9,579
	Other (see Appendix 5)	$68,477	$17,097	$1,948	$0	$87,522
	Federal Highway Total					
FEDERAL RAIL	American Recovery and Reinvestment Act of 2009	$0	$0			$0
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	$0	$0			$0
	Other (see Appendix 6)	$2,830	$0	$0	$0	$2,830
	Rail Total					
FINANCE TOOLS	TIFIA (Transportation Infrastructure Finance and Innovation Act)	$0	$0		$171,000	$171,000
	State Infrastructure Bank	$0	$0			$0
	Section 129 Loans	$0	$0			$0
	Rail Rehab & Improvement Financing	$0	$0			$0
	Railroad Innovative Finance	$0	$0			$0
	Private Activity Bonds	$0	$0			$0
	Private Concession Fees	$0	$0			$0
	Private Donations	$0	$0			$0
	Program Income (from a federal project)	$0	$0			$0
	Other (See Appendix 7)	$0	$0	$0	$0	$0
	Finance Tools Total					
REVENUE TOTAL		$7,908,316	$7,387,738	$7,863,792	$7,294,343	$29,717,391

TABLE 1: REVENUE - APPENDICES

Metropolitan Transportation Commission (MTC)
2012/13 - 2015/16 Federal Transportation Improvement Program
DRAFT 2013 TIP
($'s in 1,000)

Appendix 1 - Local Other

Local Other	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
Local Streets and Roads	$394,815	$403,501	$412,378	$421,450	$1,632,144
Transportation Development Act (TDA)	$310,641	$321,533	$332,829	$344,543	$1,309,546
Transit Non-Fare Revenues	$213,099	$229,700	$267,632	$299,644	$1,010,076
TFCA/AB 434 (Local Funds)	$9,298	$9,391	$9,485	$9,580	$37,755
Existing County-wide Vehicle Registration Fee ($10)	$40,474	$40,879	$41,288	$41,701	$164,342
ECCRFA	$11,000	$41,200	$10,000		$62,200
Private	$39,352	$128,568	$8,330	$21,640	$197,890
SFMTA General Fund,SFMTA Parking Revenues,Proprty Taxes,Parcel Taxes,Golden Gate Bridge Revenues	$520,859	$529,114	$538,506	$548,130	$2,136,609
					$0
Local Other Total	**$1,539,539**	**$1,703,887**	**$1,620,448**	**$1,686,689**	**$6,550,562**

Appendix 2 - Regional Other

Regional Other	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
AB 1107 (BART Share)	$200,853	$206,655	$212,626	$218,770	$838,905
AB 1107 (MTC Share)	$60,466	$62,212	$64,010	$65,860	$252,548
TFCA/AB 434 (Regional Funds)	$13,948	$14,087	$14,228	$14,370	$56,633
RM2	$116,410	$116,992	$117,577	$118,165	$469,144
AB664	$12,567	$12,630	$12,693	$12,756	$50,646
5%	$3,118	$3,150	$3,181	$3,213	$12,662
2%	$2,931	$2,946	$2,961	$2,976	$11,814
RM1	$10,330	$10,381	$10,433	$10,485	$41,629
Siesmic Surchage, with carpool, ab1171	$483,655	$486,033	$488,423	$490,826	$1,948,937
					$0
Regional Other Total	**$904,277**	**$915,087**	**$926,132**	**$937,421**	**$3,682,918**

Appendix 3 - State Other

State Other	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
AB 105 Revenue for LSR	$140,935	$144,043	$151,780	$162,775	$599,532
State Enh. From Prior years	$705				
ST- STP	$12,410				$12,410
TCI	$18,975				$18,975
SHA - Doyle Drive Payments	$0	$0	$28,597	$28,692	$57,289
SHOPP Facilities (Bay Bridge), Doyle Drive SHOPP funds, I880 North Safety	$17,530	$42,045	$8,200	$0	$67,775
P116	$5,000				$5,000
State EEM Grants	$898				$898
					$0
State Other Total	**$196,453**	**$186,088**	**$188,577**	**$191,467**	**$761,879**

Appendix 4 - Federal Transit Other

Federal Transit Other	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
FTA 5303 Planning	$917	$944	$973	$1,002	$3,835
5312 - Federal Discretionary Prior	$800				$800
FEMA	$130	$0			$130
5337	$168,551	$170,886	$176,013	$181,293	$696,743
5339	$12,689	$12,864	$13,249	$13,647	$52,449
					$0
Federal Transit Other Total	**$183,087**	**$184,694**	**$190,235**	**$195,942**	**$753,957**

Appendix 5 - Federal Highway Other

Federal Highway Other	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
NMTPP	$7,481				$7,481
Earmark - STP115 and STP	$7,485		$1,948		$9,433
Earmark - MFI	$19,309				$19,309
Interstate Maintenance	$3,246	$1,000			$4,246
Emergency (ERS)	$1,371				$1,371
Land and Water Conservation fund,Climate Change Adaptations Options Analysis, Clean Water for Clean Bay	$1,515				$1,515
Value Pricing Pilot Program	$4,473				$4,473
Tiger II	$11,465	$16,097			$27,562
HBRR (lawsuit payment by Caltrans)	$12,132				$12,132
					$0
Federal Highway Other Total	**$68,477**	**$17,097**	**$1,948**	**$0**	**$87,522**

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
HSR	$2,830				$2,830
					$0
					$0
					$0
					$0
Federal Railroad Administration Other Total	**$2,830**	**$0**	**$0**	**$0**	**$2,830**

Appendix 7 - Innovative Other

Innovative Other	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
					$0
					$0
					$0
					$0
					$0
Innovative Other Total	**$0**	**$0**	**$0**	**$0**	**$0**

TABLE 2: PROGRAMMED

Metropolitan Transportation Commission (MTC)
2012/13 - 2015/16 Federal Transportation Improvement Program
DRAFT 2013 TIP
($'s in 1,000)

Funding Source	4 YEARS (FSTIP Cycle)				
	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
REGIONAL					
Tolls	$250,810	$142,798	$36,739	$90,213	$520,559
-- Bridge	$250,810	$142,798	$36,739	$90,213	$520,559
-- Corridor	$0	$0	$0	$0	$0
Regional Transit Fares/Measures	$0	$0	$0	$0	$0
Regional Sales Tax	$0	$0	$0	$0	$0
Regional Bond Revenue	$0	$0	$0	$0	$0
Regional Gas Tax	$0	$0	$0	$0	$0
Vehicle Registration Fees (CARB Fees, SAFE)	$315	$0	$0	$0	$315
Other (See Appendix A)	$165,496	$147,672	$80,435	$8,000	$381,603
STATE					
State Highway Operations and Protection Program	$447,788	$353,602	$359,872	$162,042	$1,323,304
SHOPP (Including Augmentation)	$440,718	$353,602	$359,872	$162,042	$1,316,234
SHOPP Prior	$0	$0	$0	$0	$0
State Minor Program	$7,070	$0	$0	$0	$7,070
State Transportation Improvement Program	$210,103	$75,477	$123,982	$99,360	$508,922
STIP (including Augmentation)	$162,863	$42,879	$113,813	$97,304	$416,859
Transportation Enhancement	$3,078	$4,620	$2,956	$362	$11,016
STIP Prior	$38,526	$27,978	$7,213	$1,694	$75,411
Transportation Enhancement	$5,636				$5,636
Proposition 1 A	$101,148	$110,760	$39,200	$141,100	$392,208
Proposition 1 B	$460,427	$176,244	$50,565	$4,774	$692,011
GARVEE Bonds (Includes Debt Service Payments)	$89,100	$16,100	$16,100	$0	$121,300
Highway Maintenance (HM)	$29,462	$0	$0	$0	$29,462
Traffic Congestion Relief Program (TCRP)	$40,000	$40,000	$39,739	$0	$119,739
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	$0	$0	$0	$0	$0
Safe Routes to School (SR2S)	$113		$338	$0	$450
State Emergency Repair Program	$0	$0	$0	$0	$0
Other (See Appendix B)	$55,518	$42,045	$36,797	$28,692	$163,052
FEDERAL TRANSIT					
5307 - Urbanized Area Formula Program	$192,619	$206,808	$15,265	$0	$414,692
5308 - Clean Fuel Formula Program	$4,320	$0	$0	$0	$4,320
5309a - Fixed Guideway Modernization	$1,684	$0	$0	$0	$1,684
5309b - New and Small Starts (Capital Investment Grants)	$153,682	$154,077	$854,292	$520,721	$1,682,772
5309c - Bus and Bus Related Grants	$0	$12,222	$0	$0	$12,222
5310 - Elderly & Persons with Disabilities Formula Program	$0	$0	$0	$0	$0
5311 - Nonurbanized Area Formula Program	$2,035	$0	$0	$0	$2,035
5311c - Public Transportation on Indian Reservation	$0	$0	$0	$0	$0
5311f - Intercity Bus	$0	$0	$0	$0	$0
5316 - Job Access and Reverse Commute Program	$0	$0	$0	$0	$0
5317 - New Freedom	$0	$0	$0	$0	$0
5320 - Transit in the Parks	$1,038	$0	$0	$0	$1,038
FTA Transfer from Prior FTIP	$75,842	$56,171	$0	$0	$132,013
Other (See Appendix C)	$155,570	$160,428	$0	$0	$315,998
FEDERAL HIGHWAY					
Bridge Discretionary Program	$0	$0	$0	$0	$0
Congestion Mitigation and Air Quality (CMAQ)	$45,833	$84,187	$10,984	$0	$141,004
Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	$0	$0	$0	$0	$0
Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	$0	$0	$0	$0	$0
Federal Lands Highway	$14,443	$1,150	$2,769	$52	$18,414
Ferry Boat Discretionary	$6,492	$2,400	$0	$0	$8,892
High Priority Projects (HPP) and Demo	$39,865	$14,300	$2,293	$912	$57,370
High Risk Rural Road (HRRR)	$0	$0	$0	$0	$0
Highway Bridge Program (HBP)	$74,542	$49,673	$67,812	$54,144	$246,170
Highway Safety Improvement Program (HSIP)	$12,022	$26,388	$0	$0	$38,410
National Scenic Byways Program	$0	$0	$0	$0	$0
Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	$0	$0	$0	$0	$0
Public Lands Highway	$0	$0	$0	$0	$0
Railway (Section 130)	$3,212	$0	$0	$0	$3,212
Recreational Trails	$827	$0	$0	$0	$827
Safe Routes to School (SRTS) (SAFETEA-LU)	$4,533	$11,378	$0	$0	$15,911
Surface Transportation Program (Regional)	$84,065	$88,820	$14,956	$0	$187,841
Transportation and Community and System Preservation Program	$395	$1,607	$735	$0	$2,737
Transportation Improvements (TI)	$4,882	$4,697	$0	$0	$9,579
Other (see Appendix D)	$68,477	$17,097	$1,948	$0	$87,522
FEDERAL HIGHWAY TARGET DEMO/EARMARK/DISCRETIONARY					
American Recovery and Reinvestment Act of 2009 (ARRA)	$0	$0	$0	$0	$0
Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	$0	$0	$0	$0	$0
Other (see Appendix E)	$2,830	$0	$0	$0	$2,830
INNOVATIVE FINANCE					
TIFIA (Transportation Infrastructure Finance and Innovation Act)	$0	$0	$0	$171,000	$171,000
State Infrastructure Bank	$0	$0	$0	$0	$0
Section 129 Loans	$0	$0	$0	$0	$0
Rail Rehab & Improvement Financing	$0	$0	$0	$0	$0
Railroad Innovative Finance	$0	$0	$0	$0	$0
Private Activity Bonds	$0	$0	$0	$0	$0
Private Concession Fees	$0	$0	$0	$0	$0
Private Donations	$0	$0	$0	$0	$0
Program Income (from a federal project)	$0	$0	$0	$0	$0
Other (See Appendix F)	$0	$0	$0	$0	$0
PROGRAMMED TOTAL	$3,989,839	$3,581,242	$3,219,672	$2,013,657	$12,804,410

TABLE 2: PROGRAMMED - APPENDICES

Metropolitan Transportation Commission (MTC)
2012/13 - 2015/16 Federal Transportation Improvement Program
DRAFT 2013 TIP
($'s in 1,000)

Appendix A - Regional Other

Regional Other	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
TFCA	$853				$853
RM2	$109,502	$105,949	$48,435	$8,000	$271,886
Other bridge revenues (2%, 664, and TR)	$55,140	$41,723	$12,000	$0	$108,863
					$0
					$0
Regional Other Total	**$165,496**	**$147,672**	**$60,435**	**$8,000**	**$381,603**

Appendix B - State Other

State Other	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
State Enh. From Prior years	$705				$705
Proposition 116	$5,000				$5,000
SHOPP Facilities (Bay Bridge), Doyle Drive SHOPP funds, I880 North Safety	$17,530	$42,045	$8,200	$0	$67,775
ST- STP	$12,410				$12,410
TCI	$18,975				$18,975
SHA - Doyle Drive Payments	$0	$0	$28,597	$28,692	$57,289
State EEM Grants	$898				$898
					$0
State Other Total	**$55,518**	**$42,045**	**$36,797**	**$28,692**	**$163,052**

Appendix C - Federal Transit Other

Federal Transit Other	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
5339	$12,512	$12,387	$0	$0	$24,899
FEMA	$130	$0	$0	$0	$130
5337	$142,128	$148,041			$290,169
5312 - Federal Discretionary Prior	$800				$800
					$0
Federal Transit Other Total	**$155,570**	**$160,428**	**$0**	**$0**	**$315,999**

Appendix D - Federal Highway Other

Federal Highway Other	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
NMTPP	$7,481				$7,481
Earmark - STP115, STP	$7,485		$1,948		$9,433
Earmark - MFI	$19,309				$19,309
Interstate Maintenance	$3,246	$1,000			$4,246
Emergency (ERS)	$1,371				$1,371
Land and Water Conservation fund,Climate Change Adaptations Options Analysis, Clean Water for Clean Bay	$1,515				$1,515
Value Pricing Pilot Program	$4,473				$4,473
Tiger II	$11,465	$16,097			$27,562
HBRR (lawsuit payment by Caltrans)	$12,132				$12,132
					$0
Federal Highway Other Total	**$68,477**	**$17,097**	**$1,948**	**$0**	**$87,522**

Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
HSR	$2,830				$2,830
					$0
					$0
					$0
					$0
Federal Railroad Administration Other Total	**$2,830**	**$0**	**$0**	**$0**	**$2,830**

Appendix F - Innovative Other

Innovative Other	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
					$0
					$0
					$0
					$0
					$0
Innovative Other Total	**$0**	**$0**	**$0**	**$0**	**$0**

TABLE 3: REVENUE-PROGRAMMED

Metropolitan Transportation Commission (MTC)
2012/13 - 2015/16 Federal Transportation Improvement Program
DRAFT 2013 TIP
($'s in 1,000)

	Funding Source	4 YEARS (FSTIP Cycle)				
		FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	TOTAL
LOCAL	Local Total	$2,957,062	$2,780,974	$3,153,516	$3,027,438	$11,919,049
REGIONAL	**Tolls**	$346,094	$457,050	$598,529	$548,838	**$1,950,512**
	-- Bridge	$346,094	$457,050	$598,529	$548,838	**$1,950,512**
	-- Corridor	$0	$0	$0	$0	**$0**
	Regional Transit Fares/Measures	$27,901	$28,056	$0	$0	**$55,957**
	Regional Sales Tax	$0	$0	$0	$0	**$0**
	Regional Bond Revenue	$0	$0	$0	$0	**$0**
	Regional Gas Tax	$0	$0	$0	$0	**$0**
	Vehicle Registration Fees (CARB Fees, SAFE)	$22,019	$22,745	$0	$0	**$44,764**
	Other	$738,782	$767,415	$865,697	$929,421	**$3,301,315**
	Regional Total	$1,134,796	$1,275,266	$1,464,226	$1,478,259	$5,352,547
STATE	**State Highway Operations and Protection Program**	$0	$0	$0	$0	**$0**
	SHOPP (Including Augmentation)	$0	$0	$0	$0	**$0**
	SHOPP Prior	$0	$0	$0	$0	**$0**
	State Minor Program	$0	$0	$0	$0	**$0**
	State Transportation Improvement Program	$0	$4,649	$13,050	$6,994	**$365,321**
	STIP (Including Augmentation)	$0	$0	$5,837	$0	**$346,465**
	Transportation Enhancement	$0	$4,649	$7,213	$6,994	**$18,856**
	STIP Prior	$0	$0	$0	$0	**$0**
	Transportation Enhancement	$0	$0	$0	$0	**$0**
	Proposition 1 A	$0	$0	$0	$0	**$0**
	Proposition 1 B	$0	$0	$0	$0	**$0**
	GARVEE Bonds (Includes Debt Service Payments)	$0	$0	$0	$0	**$0**
	Highway Maintenance (HM)	$0	$0	$0	$0	**$0**
	Traffic Congestion Relief Program (TCRP)	$0	$0	$0	$0	**$0**
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	$151,768	$130,472	$0	$0	**$282,240**
	Safe Routes to School (SR2S)	$0	$0	$0	$0	**$0**
	State Emergency Repair Program	$0	$0	$0	$0	**$0**
	Other	$140,935	$144,043	$151,780	$162,775	**$599,532**
	State Total	$292,703	$279,164	$170,667	$169,769	$912,303
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	$32,025	$487	$198,248	$219,919	**$450,679**
	5308 - Clean Fuel Formula Program	$0	$0	$0	$0	**$0**
	5309a - Fixed Guideway Modernization	$0	$0	$0	$0	**$0**
	5309b - New and Small Starts (Capital Investment Grants)	$0	$0	$0	$0	**$0**
	5309c - Bus and Bus Related Grants	$36,105	$25,327	$0	$0	**$61,432**
	5310 - Elderly & Persons with Disabilities Formula Program	$5,707	$5,787	$5,961	$6,140	**$23,595**
	5311 - Nonurbanized Area Formula Program	$0	$1,892	$1,948	$2,007	**$3,955**
	5311c - Public Transportation on Indian Reservation	$0	$0	$0	$0	**$0**
	5311f - Intercity Bus	$0	$0	$0	$0	**$0**
	5316 - Job Access and Reverse Commute Program	$2,887	$3,002	$0	$0	**$5,889**
	5317 - New Freedom	$2,216	$2,305	$0	$0	**$4,521**
	5320 - Transit in the Parks	$0	$0	$0	$0	**$0**
	FTA Transfer from Prior FTIP	$0	$0	$0	$0	**$0**
	Other	$27,516	$24,266	$190,235	$195,942	**$437,958**
	Federal Transit Total	$106,456	$63,066	$396,392	$424,008	$989,922
FEDERAL HIGHWAY	Bridge Discretionary Program	$0	$0	$0	$0	**$0**
	Congestion Mitigation and Air Quality (CMAQ)	$23,228	$2,373	$75,577	$86,561	**$187,739**
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	$0	$0	$0	$0	**$0**
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	$0	$0	$0	$0	**$0**
	Federal Lands Highway	$0	$0	$0	$0	**$0**
	Ferry Boat Discretionary	$0	$0	$0	$0	**$0**
	High Priority Projects (HPP) and Demo	$0	$0	$0	$0	**$0**
	High Risk Rural Road (HRRR)	$0	$0	$0	$0	**$0**
	Highway Bridge Program (HBP)	$0	$0	$0	$0	**$0**
	Highway Safety Improvement Program (HSIP)	$0	$0	$0	$0	**$0**
	National Scenic Byways Program	$0	$0	$0	$0	**$0**
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	$0	$0	$0	$0	**$0**
	Public Lands Highway	$0	$0	$0	$0	**$0**
	Railway (Section 130)	$0	$0	$0	$0	**$0**
	Recreational Trails	$0	$0	$0	$0	**$0**
	Safe Routes to School (SRTS) (SAFETEA-LU)	$0	$0	$0	$0	**$0**
	Surface Transportation Program (Regional)	$1,233	$5,713	$79,577	$94,533	**$181,056**
	Transportation and Community and System Preservation Program	$0	$0	$0	$0	**$0**
	Transportation Improvements (TI)	$0	$0	$0	$0	**$0**
	Other	$0	$0	$0	$0	**$0**
	Federal Highway Total	$24,461	$8,086	$155,154	$181,094	$368,795
FEDERAL RAILROAD ADMINISTRATION	American Recovery and Reinvestment Act of 2009	$0	$0	$0	$0	**$0**
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	$0	$0	$0	$0	**$0**
	Other	$0	$0	$0	$0	**$0**
	Federal Railroad Administration Total	$0	$0	$0	$0	$0
	Federal Total	$130,917	$71,152	$551,546	$605,102	$1,358,717
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	$0	$0	$0	$0	**$0**
	State Infrastructure Bank	$0	$0	$0	$0	**$0**
	Section 129 Loans	$0	$0	$0	$0	**$0**
	Rail Rehab & Improvement Financing	$0	$0	$0	$0	**$0**
	Railroad Innovative Finance	$0	$0	$0	$0	**$0**
	Private Activity Bonds	$0	$0	$0	$0	**$0**
	Private Concession Fees	$0	$0	$0	$0	**$0**
	Private Donations	$0	$0	$0	$0	**$0**
	Program Income (from a federal project)	$0	$0	$0	$0	**$0**
	Other	$0	$0	$0	$0	**$0**
	Innovative Finance Total	$0	$0	$0	$0	$0
REVENUE - PROGRAM TOTAL		**$3,915,477**	**$3,806,496**	**$4,334,120**	**$5,280,685**	**$16,912,930**

Houchen
Bindery Ltd